



PREPARED FOR THE URBAN DESIGN COMMISSION AND PLAN COMMISSION

**Project Address:** 2340, 2504 & 2507 Winnebago Street – Union Corners  
**Application Type:** PD (GDP) Amendment  
**Legistar File ID #** [33596](#)  
**Prepared By:** Timothy M. Parks, Planning Division  
Report includes comments from other City agencies, as noted.  
**Reviewed By:** Katherine Cornwell, Planning Division Director

## Summary

**Applicant:** Gary Gorman, Gorman & Company; 200 N. Main Street; Oregon.

**Property Owner:** City of Madison.

**Requested Actions:** Approval of a major amendment to the general development plan for Union Corners to call for various medical office, retail, mixed-use and residential buildings on four City-owned parcels generally addressed as 2340, 2504 and 2507 Winnebago Street.

**Proposal Summary:** The proposed amendment calls for the development of 10 buildings and a “transit hub” on the 11.5-acre property. The development will range from 385,970 gross square feet of future development to 480,520 gross square feet exclusive of the 4,800 square-foot transit facility, including a two-story 60,000 square-foot medical office building and 2 four- to six-story mixed use residential/ commercial buildings along the E. Washington Avenue frontage, 2 three- to four-story mixed-use buildings on the northwest side of Winnebago Street, and 4 two- or three-story residential buildings on the southeast side of Winnebago Street. The first phase will include construction of the medical office building later this year, with the remainder of the development to be completed in four overall phases. Per the applicant’s purchase and sales agreement with the City, the applicant is required to commence development on all phases within 5 years.

**Applicable Regulations & Standards:** Section 28.182 of the Zoning Code provides the process for zoning map amendments. The approval process and standards for Planned Development districts is outlined in Section 28.098 of the Zoning Code.

**Review Required By:** Urban Design Commission, Plan Commission and Common Council.

**Summary Recommendation:** The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00120, approving a major amendment to the Planned Development District–General Development Plan for Union Corners at 2340, 2504 and 2507 Winnebago Street, to the Common Council with a recommendation of **approval** following a recommendation by the Urban Design Commission and subject to input at the public hearing and the conditions from reviewing agencies beginning on page 7 of this report.

## Background Information

**Parcel Location:** The subject site is an 11.5-acre parcel generally bounded by E. Washington Avenue, Milwaukee Street, S. Sixth Street and the Union Pacific Railroad, Aldermanic District 6 (Rummel); Urban Design District 5; Madison Metropolitan School District.

**Existing Conditions and Land Use:** The subject site is mostly undeveloped with the exception of a one-story, 4,000 square-foot retail building (addressed as 2313 E. Washington Avenue) located on the 2340 Winnebago Street parcel and the Winnebago Street and S. Sixth Street rights of way, which were constructed by the City in 2007. The buildings that former occupied the subject site, including the former Kohl’s grocery store, various Rayovac manufacturing buildings, and former French Battery Building, were demolished between 2004 and 2006. A billboard located along the E. Washington Avenue frontage will be removed prior to the development proceeding. The entire site is zoned PD.

**Surrounding Land Uses and Zoning:**

North: Across E. Washington Avenue, single- and two-family residences, zoned TR-V1 (Traditional Residential–Varied 1 District); two-family and multi-family residences, Speedy Muffler, Red Letter News, Ray’s Bar, Assumption Greek Orthodox Church, zoned TSS (Traditional Shopping Street District); across Milwaukee Street, Malt House tavern, mixed-use buildings, zoned CC-T (Commercial Corridor–Transitional District); single- and two-family residences, zoned TR-V1;

South: Single- and two-family residences across the Union Pacific Railroad right of way and Capital Cities Trail, zoned TR-V1;

West: Single- and two-family residences along E. Washington Avenue, zoned TR-V1; Idun Lodge, zoned NMX (Neighborhood Mixed-Use District);

East: Single- and two-family residences along Anzinger Court and Farwell Street, zoned TR-C4 (Traditional Residential–Consistent 4 District)

**Adopted Land Use Plans:** The Comprehensive Plan identifies the Union Corners site as a potential redevelopment location for Community Mixed-Use development and Transit-Oriented Development.

Most of the site is also included within the boundaries of the 2000 Schenk-Atwood-Starkweather-Worthington Park Neighborhood Plan, which while not providing a vision for redevelopment of the site, includes a number of smaller, specific recommendations germane to portions of the Union Corners site and surrounding area. The site is also located within the boundaries of the 2000 East Washington Avenue/ Old East Side Master Plan (BUILD), which did not anticipate the closing of the Kohl’s grocery store or the Rayovac plant but included a number of recommendations for urban design and transportation.

**Zoning Summary:** The site is zoned PD, with the amended GDP to be reviewed in the following sections.

<b>Other Critical Zoning Items</b>	
Yes:	Urban Design (UDD 5), Utility Easements, Barrier Free
No:	Floodplain, Wellhead Protection, Waterfront Development, Landmark, Adjacent to a Park
<i>Prepared by: Pat Anderson, Asst. Zoning Administrator</i>	

**Environmental Corridor Status:** The property is not located within a mapped environmental corridor (see Map F7).

**Public Utilities and Services:** The site is served by a full range of urban services, including seven-day Metro Transit service.

## Previous Approvals

On March 20, 2007, the Common Council approved a request to rezone 2340, 2416, 2504 & 2507 Winnebago Street from PUD-GDP to Amended PUD-GDP and PUD-SIP [1966 Zoning Code] to allow construction of 5 buildings at Union Corners containing 140 condominium units, 63 rental apartment units and approximately 101,000 square feet of commercial space.

On January 17, 2006, the Common Council approved a request to rezone 2313-2525 E. Washington Avenue, 2306-2422 Winnebago Street, 2317- 2415 Winnebago Street and 11 S. Fifth Street from C2 (General Commercial District) and M1 (Limited Manufacturing District) to PUD-GDP to allow future development of 450 dwelling units, 110,000 square feet of commercial space in 11 buildings following demolition of approximately 20 principal and accessory buildings, the vacation of Sullivan, Florence and Winnebago streets and the recording of the Certified Survey Map subdividing the subject site. An area of approximately a quarter-acre located at the southeastern corner of the Union Corners redevelopment site at 54-58 Farwell Street was later rezoned on November 7, 2006 from PUD-GDP to R4 (General Residence District) to facilitate relocation of 2 houses near the center of the Union Corners site project to the Farwell frontage.

On October 4, 2004, the Plan Commission approved demolition permits to allow the developer to demolish the French Battery Building addition at 2317 Winnebago Street and CE's Bar located at 2415 Winnebago Street. In advance of this demolition permit, the Director of the Inspection Unit granted the developer permits to raze nine accessory buildings of various size and construction located east of the French Battery Building in an effort to expedite the developer's remediation of the site from the previous heavy industrial site.

## Project Description

The Union Corners site was acquired by the City with Land Banking Funds for \$3.3 million in December 2010. On July 16, 2013, the Common Council accepted a selection committee's recommendation of the applicant, Gorman & Company, Inc., proposal for the purchase and redevelopment of the City-owned Union Corners properties and authorized the execution of a Purchase and Sale Agreement (PSA) for their purchase and redevelopment. The PSA calls for the 11.5 acres to be conveyed to the applicant and for a tax incremental financing loan agreement to assist with implementation of the planned development. There is a reversionary interest in the PSA that allows the City to reacquire the property if the applicant fails to commence development on all of the phases within 5 years. The City will construct necessary public improvements (streets and utilities) to serve the project and assess the costs of those improvements against the abutting phases of the planned development to be paid by the applicant or his successors and assigns. The City previously constructed the current alignment of Winnebago Street, S. Sixth Street and the roundabout where those streets intersect in 2007 as part of its participation in the previous redevelopment efforts for the Union Corners site.

The proposed amended general development plan calls for the development of 10 buildings and a "transit hub" on the 11.5-acre property, which will range from 385,970 gross square feet of medical office, retail, service and residential development to 480,520 gross square feet exclusive of a 4,800 square-foot transit facility proposed along the E. Washington Avenue frontage. Implementation of the planned development is expected to occur in 4 primary phases, with a later phase for the redevelopment of the existing one-story, 4,000 square-foot retail building located at the southwesterly corner of E. Washington Avenue and S. Sixth Street.

Moving from west to east along the E. Washington frontage, the general development plan proposes a two-story 60,000 square-foot medical office building (Building 3) to be located on the easterly side of S. Sixth Street,

which will be developed in the first phase. The clinic will be served by 160 surface parking stalls and 100 underground stalls to be accessed from a driveway from Winnebago Street east of the roundabout at S. Sixth Street. Access to the underground parking will be provided from a ramp in the transit hub building, which is envisioned to include sheltered bike parking at sidewalk level and possibly a bike sharing facility, relocated bus stop and a future bus rapid transit station.

Beyond the surface parking for the medical office building and a north-south pedestrian corridor between E. Washington Avenue and Winnebago Street, the general development plan shows 2 four- to six-story mixed use residential/ commercial buildings along the E. Washington Avenue frontage. Building 1 will be located at the corner of Milwaukee Street and is proposed to include 34,500 square feet of first floor retail/ commercial space, including an approximately 28,000 square-foot grocery store tenant, and 3-5 stories of residential above. Building 2 will be located across a "town square" feature and 28 convenience surface parking stalls from Building 1 and is proposed to include 20,400 square feet of first floor retail/ commercial space and 3-5 stories of upper story residential. Buildings 1 and 2 will share a 220-stall underground parking facility to be accessed from the town square via a driveway from Winnebago Street. Loading and service for the potential grocery tenant in Building 1 will also be provided from this drive access. The town square separating the 2 buildings is proposed to include a prominent pedestrian connection through the buildings to E. Washington Avenue.

The general development plan proposes a meandering green corridor that will extend east-west parallel to Winnebago Street that will serve as a transitional zone between Buildings 1-3 and 2 three- to four-story mixed-use buildings proposed along the northwest side of Winnebago Street, Buildings 4 and 5. Building 4 is envisioned to include 15,250 square feet of first floor space that may include retail, service, live-work units or residential uses with 2-3 stories of residential above. A similar mix of uses are proposed in Building 5, which is proposed to include 12,400 square feet of first floor space. Both buildings will have underground parking garages accessed from the driveways from Winnebago Street that will serve Buildings 1-3.

On the southeastern side of Winnebago Street, the plan calls for 2 three-story residential buildings along the street (Buildings 6 and 7) and 2 two-story residential buildings parallel to the property lines in the southeastern-most corner of the site (Buildings 8 and 9). All of the buildings are proposed to have under-building parking accessed from 2 driveways from Winnebago Street. The four-building complex will form the southerly end of the north-south pedestrian corridor, which will connect to a future crossing of the Union Pacific Railroad right of way opposite Jackson Street.

The last building proposed in the amended general development plan is a proposed one- to two-story mixed-use redevelopment (Building 10) of the 2340 Winnebago Street across S. Sixth Street from the Building 1 clinic. The 4,100-8,200 square-foot building will be served by 32 surface parking stalls accessed from a driveway from Winnebago Street southwest of the roundabout near S. Fifth Street. Approval of this phase of the development will require Plan Commission review of the existing one-story building at 2317 E. Washington Avenue at the time a specific implementation plan is submitted for Building 10 that calls for replacement of the structure.

Overall, the general development plan calls for approximately 500 underground parking stalls and 220 surface parking stalls. Beside the proposed 60,000 square-foot medical office building and potential grocery store tenant, the plan does not include a size range for other potential retail/ commercial users in the mixed-use buildings, and the number of future residential units proposed across the site has not been indicated. The final details of each building or phase of development will be provided with the specific implementation plans required prior to the issuance of building permits, and more detailed conditions of approval will be forthcoming at that time.

## Analysis

The proposed amended general development plan for the Union Corners property proposes to redevelop the formerly industrially and commercially oriented property at a prominent location along the E. Washington Avenue corridor, 2.5 miles from the State Capitol. The redevelopment of the property has been an ongoing discussion in the community for over a decade, including visioning sessions for the site that occurred in 2003.

The 2006 Comprehensive Plan identifies the Union Corners site, the E. Washington-Milwaukee intersection and the north side of E. Washington Avenue west towards Fifth Street as a potential redevelopment location recommended for Community Mixed-Use (CMU) and Transit-Oriented Development (TOD). The Comprehensive Plan recommends that such developments 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, the latter of which applies to this project. In addition to residential uses, CMU districts are recommended to include a mix of employment, retail and service uses intended to serve both the residents of the area and surrounding neighborhood and “wider community markets.” These districts are typically intended to be located along high-capacity transit routes such as E. Washington Avenue and are recommended to have a focal point developed at high densities and focused on a commercial core, a plaza or square, a civic use or dense residential development. Buildings with these zones should be located close to the sidewalk with parking located at the rear of the buildings or underground, and pedestrian-level amenities should be provided.

A number of TOD policies in the Comprehensive Plan are applicable to the Union Corners redevelopment. Among the facets of TOD present in this project include the provision of a variety of land uses (housing, retail/commercial, employment, etc.), the placement of the buildings creating a sense of spatial enclosure and creation of a high-quality public realm, and the inclusion of uses that generate pedestrian activity, such as spaces for retail and offices at the ground floor. And while there is not a specific number of residential units proposed for the 11.5-acre site in the amended general development plan, the building mass and emphasis on residential uses, including on the upper floors of the numerous mixed-use buildings proposed, suggest that the density of the project can comport to the 30-unit per acre recommended for the core of a TOD district.

As noted earlier in this report, Union Corners is located within the limits of the 2000 East Washington Avenue/Old East Side Master Plan (BUIILD) recommendations. The plan recommends that buildings along E. Washington Avenue be at least two and not more than four stories tall, with buildings within 60 feet of existing residences not to exceed 2.5-stories in height. The plan also encourages buildings to be architecturally distinguishable from their neighbors with specific direction about the articulation of street walls. The Union Corners project largely adheres to many of the design guidelines contained in the East Washington Avenue plan, though some of the recommendations on building height may no longer pertain due to the changing neighborhood context surrounding the subject site. At the time this plan was adopted, both the Kohl’s grocery store and Rayovac facility were in operation and expected to continue into the foreseeable future. Hence, the plan is primarily geared toward smaller infill development projects instead of the considerably larger redevelopment project proposed. The unanticipated wholesale change in the context of the site creates opportunities for a more holistic redevelopment solution, which could allow for taller buildings to be considered. This is reinforced by the recommendations of the Comprehensive Plan, which calls for this site to serve as the higher-density core of the community mixed-use district and transit-oriented development.

In general, staff believes that the amended general development plan proposes a well-designed, intensive reuse of a development site that presents a number of development challenges, including the shape of the property and the network of streets and railroads through and surrounding the site. Staff also believes that the amended

plan is consistent with many of the plan recommendations applicable to the site, including many of the recommendations for development in areas recommended for Community Mixed-Use development in the Comprehensive Plan. The applicant has worked very closely with the surrounding community and City staff to continuously improve the amended general development plan to meet a variety of expectations for how this important property will be redeveloped.

However, while staff supports the direction of the redevelopment plans for the site at this conceptual stage and feels that the project can result in an excellent, urban reuse of the former predominantly industrial site, the specific details of each phase of project will require careful consideration as the project moves through specific implementation plan review to construction.

Perhaps the most important factor to be considered during the review of subsequent specific implementation plans will be the architectural treatment of the individual buildings across the site. In order for this project to be a successful addition to the E. Washington Avenue corridor and neighborhood, staff believes that individual buildings must contain significant visual interest from many vantage points. While the most prominent frontages for the development are E. Washington Avenue and Milwaukee Street, including the visibility of the site for inbound traffic on E. Washington, the orientation of buildings to and activation of Winnebago Street and along the non-vehicular paths through the site will also be a critical aspect of the review of future buildings. The unique configuration of the development site will afford few locations for the future buildings to “hide” garage doors, trash enclosures and loading docks while requiring that most – if not all – facades are well articulated, porous, and highly activated. Staff believes in particular that Buildings 1-5 and 10 will need to be at least as oriented to and accessible from the streets and pedestrian paths they will abut as any surface parking facilities that will serve them. Planning staff will continue to work with the applicant to ensure that the largest users contemplated in the project, the clinic and grocery store, can successfully achieve these important design objectives.

While the Union Corners project represents a relatively dense and intense mixed-use redevelopment of the subject site, the Planning Division feels that the developer has provided a reasonable amount of aggregated open space to serve future residents of this development and of the surrounding neighborhoods. The 2 non-vehicular corridors that will cross the site represent a unique and flexible opportunity to provide open space in an dense urban development, which can serve as pedestrian corridors through the site, usable open space opportunities for future residents, and locations for non-residential uses to expand their presence that may include outdoor eating areas and gardens. Thoughtful execution of the programming and design of these green spaces will also be a key factor to be weighed during the review of future specific implementation plans.

## Conclusion

The ability for the Union Corners property to be redeveloped in a cohesive, comprehensive manner was a key factor in the City’s acquisition of the property using Land Banking funds. The Planning Division believes that the amended general development plan for Union Corners can meet the standards for planned developments and that the development envisioned for the property affords the opportunity for this important property on the E. Washington Avenue corridor to be developed in the cohesive, comprehensive fashion desired. The proposed development will result in substantial benefits to the built environment that embodies the intent of the Planned Development zoning district. In particular, the proposed development is a “means to facilitate the development of land in an integrated and innovative fashion, [allows] for flexibility in site design, and encourage[s] development that is sensitive to environmental, cultural, and economic considerations” that represents “[p]romotion of integrated land uses allowing for a mixture of residential, commercial, and public facilities along

corridors and in transitional areas, with enhanced pedestrian, bicycle and transit connections and amenities.” The proposed redevelopment represents a dynamic reuse of a former brownfield site and underdeveloped quadrant of a key eastside intersection, which reflects many of the characteristics for Community Mixed-Use and Transit-Oriented Development recommended by the Comprehensive Plan.

## Recommendation

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

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00120, approving a major amendment to the Planned Development District–General Development Plan for Union Corners at 2340, 2504 and 2507 Winnebago Street, to the Common Council with a recommendation of **approval** following a recommendation by the Urban Design Commission and subject to input at the public hearing, the following Planning Division condition(s) and the conditions from reviewing agencies:

1. Prior to final approval of the amended general development plan for recording, the applicant shall work with the Planning Division and Zoning Administrator to further refine the zoning text for the overall planned development. In particular, the list of allowed uses shall be refined to remove duplicate use references and to eliminate uses that are either not supported by the types of buildings depicted on the general development plan (cemetery, single-family detached residences, etc.) or not contemplated for the project.
2. The approval of the amended general development plan grants no specific authority to demolish or remove the building at 2317 E. Washington Avenue on the 2304 Winnebago Street parcel. Concurrent with the review of a specific implementation plan for that property that calls for demolition or removal of that building, the applicant shall receive approval of a demolition permit pursuant to Section 28.185 of the Zoning Code. However, the intent to demolish this structure is acknowledged as part of the approval of the general development plan. The future application to demolish the building shall include photographs of the interior and exterior of the building as well as a written assessment of its condition and the potential for any buildings to be relocated to other sites.
3. The applicant shall submit a phasing plan for the overall planned development for approval with the first specific implementation plan that specifically identifies how the overall development, including the pedestrian corridors and open spaces, will be implemented.
4. Note: The general development plan as presented provides a conceptual layout for the subject site. The final square footage, uses, placement, setbacks and architectural design of each building shall be approved as part of specific implementation plans prior to the issuance of building permits. Future specific implementation plans for individual buildings shall be reviewed by the Urban Design Commission, Plan Commission and Common Council against the standards for approval of Planned Development zoning and due consideration of the approved general development plan.

**The following conditions have been submitted by reviewing agencies:**

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

5. If portions of the public right of way are to be reconstructed, a developer’s agreement with the City shall be required.

6. The applicant shall work with City Staff to make sure existing utilities address the new development's needs. Preliminary building layout indicates sanitary sewer improvements will be necessary. If a public sewer extension is required, it may be necessary to dedicate public easements if the improvements exist outside the right of way.
  7. City Engineering recommends maintaining the roundabout configuration in lieu of reconstructing the existing roadway to make a "T" intersection. Any improvements in the public right of way or within public easements will require Board of Public Works approval separately from any zoning approvals that are granted.
  8. Additional comments regarding any proposed right of way or public utility work will be provided as more detailed site plans are submitted.
  9. Provide a plan that shows existing right of way and property lines and proposed property lines.
  10. Non-standard improvements to the right of way may require either an encroachment agreement or a maintenance agreement.
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11. 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 Engineering Division signing off on this project.
  12. The applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
  13. The approval of this 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.
  14. 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.
  15. The applicant shall replace all sidewalk and curb and gutter that abuts the property that 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.

16. All work in the public right of way shall be performed by a City-licensed contractor.
17. All damage to the pavement on E. Washington Avenue, Winnebago Street, Milwaukee Street and S. Sixth Street adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
18. This project falls in the Rock River TMDL Zone and is subject to increased erosion control enforcement as authorized by Resolution 14-00043 passed by the Common Council on January 21, 2014. The project will be expected to meet a higher standard of erosion control than the minimum standards set by the Wisconsin Department Natural Resources (WDNR).
19. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of 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.
20. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to: reduce TSS off of the proposed development by 80% when compared with the existing site, and; complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of MGO.
21. The applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the City Engineering Division. (Lori Zenchenko) [lzenchenko@cityofmadison.com](mailto: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.
22. 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).
23. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including SLAMM DAT files, RECARGA files, TR-55/HYDROCAD/Etc., and Sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided).

**Traffic Engineering Division** (Contact Eric Halvorson, 266-6527)

24. The approval of this general development plan does not include the approval of changes to the roadways or sidewalks. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for any modifications to the roadway. This would include possible removal of the roundabout at the Sixth Street-Winnebago Street intersection as previously requested by the applicant. Removal of the roundabout is not recommended by the Traffic Engineering Division as doing so would substantially reduce the operational safety of the intersection.

25. The approval of the general development plan does not include approval of the angled parking along Winnebago Street. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for modifications to the roadway including parking reconfiguration from parallel to angled parking. If angled parking is approved, the applicant shall provide at least a 4 foot terrace area in addition to the public sidewalk to account for vehicle overhang of the angled parking. The applicant shall dedicate necessary public right of way along Building 4 and Building 5 to accommodate additional terrace area if angled parking is approved.

26. The applicant shall submit one contiguous plan for approval. The plan drawing shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.

27. The developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City-owned and/or maintained traffic signals, street lighting, signing, pavement marking and conduit/handholes, the developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.

28. The City Traffic Engineer may require public signing and marking related to the development; the developer shall be financially responsible for such signing and marking.

29. All parking facility design shall conform to the standards in MGO Section 10.08(6).

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

30. Little detail has been submitted relative to proposed development except for a general site plan with the number of stories for buildings indicated. All detail for future construction shall be addressed at the specific implementation plan (SIP) for each future phase of the development.

31. Revise the zoning text as follows:

- a.) Signage shall be as allowed per MGO Chapter 31 or as approved by the Urban Design Commission or its secretary;
- b.) Revise use list to eliminate duplicative uses and pare down list to those uses likely to be located within the proposed buildings;

- c.) Include in zoning text language to allow for interim uses for existing building at 2313 E. Washington Avenue (former showroom).

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

32. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.
33. Provide fire apparatus access as required by IFC 503 2012 edition, MGO Section 34.503 [on future SIPs].

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

34. Note: All operating private wells shall be identified and permitted by the Madison Water Utility and all unused private wells shall be abandoned in accordance with MGO Sec. 13.21.

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

35. In coordination with public works improvements, the applicant shall maintain or replace the concrete passenger boarding pad at the existing Metro bus stop on the south side of Milwaukee Street, east of E. Washington Avenue (#1293). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 10 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
36. In coordination with public works improvements, the applicant shall maintain or replace the concrete passenger boarding pad at the existing Metro bus stop on the south side of E. Washington Avenue, east of Sixth Street (#1233). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 10 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
37. In coordination with public works improvements, the applicant shall maintain or replace the concrete passenger boarding pad at the existing Metro bus stop on the west side of Sixth Street, south of E. Washington Avenue (#1762). The concrete pad shall occupy the full distance of the terrace, measure a minimum of 10 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
38. The applicant shall install and maintain a bench or other seating amenity in the adjacent property landscape plan at stops locations #1293 and #1233, ideally taking advantage of any building overhang or canopy to provide the seating amenity some shelter from the elements.
39. The applicant shall install and maintain a shelter structure with bench seating in the adjacent property landscape plan at stop location #1762.
40. The applicant shall maintain and protect access to the existing bus stop zone for both pedestrians and transit vehicles at all times during project construction.
41. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.
42. Metro Transit operates daily transit service along E. Washington Avenue, Milwaukee Street and Sixth Street adjacent the project sites. Each existing bus stop adjacent the proposed project sites generally have their

bus stop zones encompassing the area from the existing bus stop sign poles and concrete boarding pad surfaces back to the preceding intersections and crosswalk locations. Bus stop locations #1293 and #1233 serve buses coming from the downtown/campus area, and continuing further north or east – and predominate usage is typically passengers exiting the bus on their commute home. Bus stop location #1762 is served by buses heading towards the downtown/campus area, and is more typically associated with passengers waiting to board the bus, therefore warranting the added passenger shelter amenity.

43. Metro Transit has concerns about the proposal to reconstruct the Winnebago Street /Sixth Street intersection.
44. Conceptual Bus Rapid Transit (BRT) design studies have identified a new bus stop zone area in the approximate location of the "transit hub" shown on the plans as a potential BRT station location. Sample BRT station design guidelines indicate at least 12 feet of available right-of-way being typical for the dimension measured from the face of curb across the station platform to the back of a public sidewalk. A minimum of eight feet is shown for just the BRT station infrastructure, measured from the face of curb to the rear point of a passenger shelter structure. City Engineering staff may coordinate right-of-way alignments in this area to accommodate any potential future need for BRT infrastructure.

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

45. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development in this development. The developer must select a method for payment of park fees before signoff on the rezoning. This development is within the Olbrich park impact fee district (SI25). Please reference ID# 14124 when contacting Parks Division staff about this project.
46. Additional street trees are needed for this project. All street tree planting locations and trees species with the right of way shall be reviewed by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl—[dkahl@cityofmadison.com](mailto:dkahl@cityofmadison.com) or 266-4816. Approval and permitting of tree planting shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. Tree planting specifications can be found in Section 209 of City of Madison Standard Specifications for Public Works Construction.
47. 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.