



Department of Planning & Community & Economic Development  
**Planning Division**

Website: [www.cityofmadison.com](http://www.cityofmadison.com)

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March 3, 2010

Jaci Bell  
Target Corporation  
1000 Nicolet Mall TPN 12J  
Minneapolis, Minnesota 55403

RE: Approval of a request to rezone 4609 University Avenue from Planned Unit Development-Specific Implementation Plan (PUD-SIP) to Amended Planned Unit Development-General Development Plan-Specific Implementation Plan (PUD-GDP-SIP) to allow a 151,000 square-foot Target store to be constructed.

Dear Ms. Bell;

At its March 2, 2010 meeting, the Common Council **conditionally approved** your application to amend the previously approved PUD-GDP-SIP for Hilldale Shopping Center. The following conditions of approval shall be satisfied prior to final approval and recording of the planned unit development and the issuance of permits for construction:

**Please contact Janet Dailey, City Engineering Division, at (608) 261-9688 if you have questions regarding the following twenty-one (21) items:**

1. The developer shall relocate the sidewalk along University Avenue such that the minimum dimension from face of curb to street edge of sidewalk measures 8 feet. This provision shall not apply where site conditions or other factors make it infeasible to do so as determined by the City Engineer and approved by the Common Council with the approval of plans and specifications for the improvements within the public right of way.
2. The Wisconsin Department of Transportation (WisDOT) is planning to let a contract to reconstruct University Avenue adjacent of this development. The applicant shall meet with the City Engineer to determine how best to accomplish the improvements within the public right of way. If it is determined that it is prudent to include certain elements of work not currently included in the WisDOT contract in order to accommodate the development and it is acceptable to WisDOT to include additional components of work, then the applicant shall reimburse the City for any additional cost incurred on the project. Said reimbursement shall be included in the development agreement for the project with a deposit sufficient to cover the estimated cost of the reimbursement unless some other means of securing payment is agreed to by the City Engineer and City Attorney.
3. Stormwater detention in the amount of 0.06 acre-ft of storage per acre of developed area is required.
4. The applicant shall be aware that the Wisconsin Department of Natural Resources (WDNR) is currently holding hearings on a revised NR-151 Code. This proposal would be affected by that code change if the changes are made law prior to this site receiving a Notice of Intent Permit from the WDNR.
5. The Department of Commerce requires treatment of underground parking runoff prior to discharge to the sanitary system.
6. The approved address for this proposed site layout will be 750 Hilldale Way.

7. The construction of this development 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)
8. 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. (MGO 16.23(9)(d)(6))
9. 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.
10. The applicant shall replace all sidewalk and curb and gutter that abuts the property, which is damaged by the construction or any sidewalk and curb and gutter 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.
11. 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. (MGO 10.29)
12. 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.
13. Effective January 1, 2010, the Department of Commerce's authority to permit commercial sites, with over one acre of disturbance for stormwater management and erosion control has been transferred to the Wisconsin Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City of Madison has been required by the WDNR to continue to review projects for compliance with NR-216 and NR-151, but a separate permit submittal is now required from the WDNR for this work as well.  
  
As this site is greater than one acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the DNR, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Please contact Eric Rortvedt of the WDNR at 273-5612 to discuss this requirement.
14. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to control 40% TSS (20 micron particle) off of new paved surfaces and complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of the Madison General Ordinances.
15. The applicant shall submit, prior to plan signoff, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older,

MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas lot lines; lot/ plat lines, dimensions and labels; right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).

16. 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).
17. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management File including: SLAMM DAT files; RECARGA files; TR-55/HYDROCAD/etc., and; sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.
18. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. (MGO 37.05(7))
19. Prior to approval of the development, 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.
20. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering Division sign-off, unless otherwise collected with a Developer's/ Subdivision 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. (Per MGO 16.23(9)(d)(4))
21. 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.

**Please contact Bryan Walker, Traffic Engineering Division, at (608) 267-8754 if you have questions about the following thirteen items:**

22. Approval of the subject rezoning is conditioned upon the findings of the original GDP's comprehensive traffic study (Freed/Hilldale Traffic Impact Study, dated September 2006) and additional follow-on studies and amended studies done more specifically for the area and current Target SIP proposal. This includes recognition of increased transportation demands on the streets, intersections and neighborhoods surrounding the development. Specific recommendations of the subject studies that involve major changes to City intersections and streets outside those shown on the PUD-GDP-SIP site plan will need final review and approval by the City. Unless otherwise modified by an alternative financing plan or exception noted, the Developer is expected to finance 100% of the street reconstruction and traffic signal costs for the changes proposed in the PUD-GDP-SIP for City streets.
23. The developer will need to enter into a developer's agreement/subdivision contract with the City and amend or replace the previously approved contract for the original Hilldale PUD.
24. Specifically, the conditions of approval and contract provisions need to contain the following improvements to adequately support the development and City concerns:
  - a.) Redesign of the existing Hilldale Way right-in/right-out driveway on University Avenue for both ingress and egress, as determined by the City Traffic Engineer.

- b.) Reconstruction of the center median on University Avenue to provide a left turn in at Hilldale Way to provide adequate access to the site. This shall be coordinated with the Hilldale Way driveway redesign, and also include undergrounding and electrical conduit for potential future "half" traffic signal at this location. The developer may need to enter into agreement with the City for cost sharing of the potential future signal's operation and maintenance costs of this intersection.
- c.) Widening of Hilldale Way to the west from the existing Sentry Foods parking lot curb to accommodate sidewalks and tree terraces on both sides and a roadway width of at least 36 feet wide. The street shall be realigned and widened from University Avenue to a distance past Frey Street, and include changes to portions along the Sentry Foods building.
- d.) Installation of raised pedestrian crossings and heavy duty crosswalk markings at the Hilldale Way and the Sentry Foods intersection as well as the Frey Street and Sawyer Terrace intersection. Special signage for pedestrians may be required such as in-street yield to pedestrian signs.
- e.) Widening of Frey Street to the south to accommodate sidewalks and tree terraces on both sides and a roadway width of at least 36 feet wide. The street shall be realigned and widened from Hilldale Way to a distance past Sawyer Terrace.
- f.) Widening of Frey Street at N. Segoe Rd for about 100 feet, from 32 feet (face of curb to face of curb) to about 40 feet to provide adequate access to the site.
- g.) Construction of a "half" signal at the intersection of N. Segoe Road and Frey Street to minimize delay and queuing for southbound N. Segoe Road traffic. This shall require additional conduit and interconnection along Segoe, from approximately University Avenue to Sheboygan Avenue. The developer will need to enter into agreement with the City for 100% of the signal operation and maintenance costs of this intersection (similar to Heather Crest and N. Midvale Boulevard).
- h.) Addition of a northbound left-turn bay at the intersection of University Avenue and N. Segoe Road, which will provide a total of two northbound left turn lanes, and modify signal equipment and settings. As part of a future reconstruction project of University Avenue, the investigation of an additional westbound left-turn bay on University Avenue at N. Segoe Road, which will provide a total of two, and modify signal equipment and settings. Enhancing the existing crossing on the west side of the intersection of University Avenue and N. Segoe Road to provide a better link for pedestrians and bicyclists to the Blackhawk Path north of University Avenue. This includes reconstructing the median nose on University Avenue and ped-bike ramps.
- i.) Relocation of the public sidewalk on University Avenue to the property line or location further away from the street acceptable to the City. Among other things this will provide pedestrian buffer space and space for street trees and landscaping. Final review and approval by the City Traffic Engineer.
- j.) To avoid too many traffic signals in a short distance, and provide safety and capacity benefits, the construction of a modern roundabout at the intersection of N. Segoe Road and Sheboygan Avenue with wide splitter islands to provide two-stage pedestrian crossings, to be completed as a City project, at a time to be determined by the City. Construction of the roundabout requires purchase of right of way in the Hill Farms State Office Building quadrant of the intersection. Said right of way shall be officially mapped as part of the SIP approval. The developer shall also execute a waiver for their reasonable and proportional share of the costs the roundabout right of way and reconstruction and provide a deposit for their estimated share of area wide intersection and traffic signal costs prior to PUD-GDP-SIP and CSM sign off. The deposits may be paid in construction phases. A neighborhood educational campaign is recommended to familiarize local residents with roundabout operations for all road users. Signalizing the intersection is an interim solution to roundabout construction.
- k.) To avoid too many traffic signals in a short distance, and provide safety and capacity benefits, the construction of a modern roundabout at the intersection of N. Segoe Road and Heather Crest with wide splitter islands to provide two-stage pedestrian crossings, as part of future project. The developer shall provide this right of way as part of the PUD-GDP-SIP and CSM. The developer shall also execute a waiver for their reasonable and proportional share of the costs the roundabout

reconstruction and provide a deposit for their estimated share of area wide intersection and traffic signal costs prior to PUD-GDP-SIP and CSM sign off. The deposits may be paid in construction phases. A neighborhood educational campaign is recommended to familiarize local residents with roundabout operations for all road users. Signalizing the intersection is an interim solution to roundabout construction.

- l.) The truck access driveway on University Avenue shall be widened to 40 feet wide with truck turning movements encroaching into a maximum of 2 lanes on University Avenue.
- m.) Submission of a construction staging and traffic control plan prior to approval of the PUD-GDP-SIP. A condition of these plans is that the development construction cannot impact pedestrian and bicycle access and mobility.

25. The following are recommended conditions of approval and contract provisions for future phases of development (Phase 3 and beyond) to adequately support the development and City concerns:

- a.) Convert Sawyer Terrace to a two-way, pedestrian oriented street including modification of the existing signal at the intersection of N. Segoe Road and Sawyer Terrace.
- b.) Widen Sawyer Terrace from 32 feet (face of curb to face of curb) to 36 feet to better accommodate mixed traffic, parking, and design as pedestrian oriented street, with parking on both sides for most of the street.
- c.) Maintain existing pedestrian conditions, median refuge on crossings and pedestrian priority at the existing signal at the intersection of N. Segoe Road and Sawyer Terrace.
- d.) Mid-block pedestrian table crossing on Sawyer Terrace at existing stair access to/from mall.
- e.) Improve accessibility of stair access to/from mall and provide alternative access via accessible ramp, including providing an accessible ramp from Sawyer Terrace to the mall.
- f.) Construct bump-outs at the intersection of N. Segoe Road and Sawyer Terrace, and N. Segoe Road and (former) Kelab Drive/Heather Crest, to be coordinated with City plans for the addition of bike lanes on N. Segoe Road, to shorten the pedestrian crossing distance on Segoe Road. Bump-outs to be on both sides of N. Segoe Road.
- g.) Restrict trucks on Sawyer Terrace.
- h.) City of Madison and Village of Shorewood Hills to continue investigating feasibility/location of grade separated crossing of University Avenue.
- i.) "City Street" type improvements (bike lanes and street trees) along Mall Road creating a more open and connected street system to encourage Phase II and III vehicle traffic to use Mall Road in addition to Sawyer Terrace and Frey Street, to be reviewed and approved by the City Traffic Engineer.

26. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the 2-foot overhang, and a scaled drawing at 1" = 20'.

27. The applicant shall provide a scaled drawing at 1" = 20' or larger on one contiguous plan sheet showing all the facility's access, existing and proposed buildings, layouts of parking lots, loading areas, trees, signs, semitrailer and vehicle movements, ingress/egress easements and approaches. Contact the Traffic Engineering Division if you have questions.

28. 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.

29. Street name signs shall be installed 5 feet behind the property line on private property on the right hand side of the private street approach to the public street. Signs may be mounted on wood posts, drive posts or on two 2-inch (I.D.) steel pipe mounted on a concrete stub buried in the ground. At all private-public street

intersections, the property owner shall install and maintain a regulation stop sign (minimum 24" x 24") and a "Private Drive" sign (minimum 18" x 18") mounted on the street name sign post 7 feet above ground (measured to the bottom of the sign). Street name signs shall be mounted no less than 9 feet, nor more than 10 feet above ground (measured to the bottom of the sign).

30. The applicant shall show the dimensions for existing and proposed parking stalls items A, B, C, D, E, and F, and for ninety-degree angle parking with 9-foot wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in MGO Sec. 10.08(6)(b) 2. (If 2 feet of overhang are used for a vehicle, it shall be shown on the plan.) Stair cases, elevator shafts, aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas when designing underground parking areas.
31. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage (example: Stop, Pedestrian Crossing, etc shall be shown) and pavement markings on the site shall be shown and noted on the plan as approved by the City Traffic Engineer. The applicant shall install and show "Stop" signs installed at a height of seven feet at all driveway approaches behind the property line and noted on the plan.
32. The intersection shall be so designed so as not to violate the City's sight triangle preservation requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
33. A traffic signal/street light declaration of conditions and covenants shall be executed and returned with site plans. The development shall acknowledge on their proportionate share of traffic signal assessments. Please contact the Traffic Engineering Division for a copy of the form to be used.
34. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

**Please contact Pat Anderson, Assistant Zoning Administrator, at (608) 266-5978 if you have any questions regarding the following six items:**

35. Off-street parking requirement shall comply with MGO Sections 28.04 (12) and 28.11: Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.
36. Lighting is required and shall be in accordance with MGO Section 10.085: Provide a plan showing at least .5 foot candle on any surface on any lot and an average of .75 footcandles. The maximum light trespass shall be 0.5 footcandle at 10 feet from the adjacent lot line. (See City of Madison Lighting Ordinance).
37. Parking requirements for persons with disabilities must comply with MGO Section 28.11 (3)6.(m) which includes all applicable State accessible requirements, including but not limited to:
  - a.) Provide minimum of 9 accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
  - b.) Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
  - c.) Highlight or call out the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance or elevator as possible. Show ramps, curbs, or wheel stops where required.

38. Signage approvals are not granted by the Plan Commission. Signage must be approved by the Urban Design Commission and Zoning staff for compliance with MGO Section 31, Sign Code, and MGO Section 33, the Urban Design ordinance. Sign permits must be issued by the Zoning Section of the Department of Planning and Community & Economic Development prior to sign installations.
39. Bike parking shall comply with MGO Section 28.11. Provide 47 bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. Note: A bike-parking stall is 2 feet by 6 feet with a 5-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.
40. Parking and loading shall comply with MGO Section 28.11 (4). Provide (4) 10' x 50' loading areas with 14 feet of vertical clearance on the plan. The loading area shall be exclusive of drive aisle and maneuvering space.

**Please contact Scott Strassburg, Madison Fire Department, at (608) 261-9843 if you have questions regarding the following item:**

41. Provide fire apparatus access as required by MGO 34.03 (17) and IFC 503 (2009 Ed.), as follows:
  - a.) The site plans shall clearly identify the location of all fire lanes;
  - b.) 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;
  - c.) Provide a fire lane that extends to within 150 feet of all exterior portions of the structure, or it can be extended to within 250 feet if the building is fully sprinklered;
  - d.) Provide a minimum unobstructed width of 26 feet for at least 20 feet on each side of the fire hydrant;
  - e.) Fire lanes shall be constructed of concrete or asphalt only, and designed to support a minimum load of 85,000 lbs;
  - f.) Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.

**Please contact Dennis Cawley, at (608) 261-9243 if you have questions about the following item:**

42. Each parcel will require a separate water service lateral connection to a public water main. The Water Utility will need to sign off the final plans, but not need a copy of the approved plans.

**Please contact my office at (608) 261-9632 if you have questions about the following eight items:**

43. That Target receive final approval of their specific implementation plan from the Urban Design Commission prior to recording of this amended PUD-GDP-SIP and issuance of building permits. The applicant is required to satisfy the conditions of approval of the Urban Design Commission prior to the final staff approval of the project and the issuance of building permits. Please contact Al Martin, Urban Design Commission Secretary, at (608) 267-8740 if you have any questions about those conditions.
44. That the applicant submit a Construction Traffic Management Plan for the Target store to the Planning Division and Traffic Engineering Division for approval prior to recording of this amended PUD-GDP-SIP. Said plan shall include but not be limited to identifying the scope of work for the project site, travel patterns of all heavy machinery accessing the site, the general location of any bus stops, sidewalks and/or pedestrian/ bike travel routes that will be closed or relocated during construction (including any temporary accommodations), and any signage required to implement this plan.
45. Pursuant to existing restrictions in the Hilldale PUD, no exterior construction work shall take place on Sundays. Construction work may begin as early as 6:00 a.m. other days with alder notification, for quiet activities such as pouring concrete.

46. That the developer of the Target store provide a plan for approval by the Director of the Planning Division in consultation with the Director of the Building Inspection Division that shows how noise from mechanical units, trash removal and deliveries for the Target store will be minimized prior to recording of this amended PUD-GDP-SIP and issuance of building permits. Consideration shall be given to upward noise impacts on the high-rise residential development located southwest of the store and any potential residential or lodging uses that may be developed on the 1.3-acre outlot to the west.
47. That final plans for the Target store be submitted for final staff approval prior to recording of the amended PUD-GDP-SIP and issuance of building permits that include:
- a.) fully detailed site and landscaping plans that identify existing and proposed property lines and the proposed setbacks for the new store from those lines;
  - b.) fully dimensioned and labeled floorplans and architectural elevations, including typical dimensions for all automobile and bike parking stalls and aisles;
  - c.) a grading plan for the 1.3-acre future development site located between N. Segoe Road and the western edge of the proposed store;
  - d.) a revised landscaping plan that provides details for the trees to be planted in the private street terraces (both sides of Hilldale Way and the portion of Frey Street east of Sawyer Terrace)

Note: All the above plans should be submitted at a 1:20 or 1:30 scale to ensure that sufficient detail is provided.

48. That the zoning text be revised per Planning Division approval prior to final signoff and recording of the amended PUD-GDP-SIP as follows:
- a.) the statements of purpose shall be revised to remove references to Inclusionary Zoning Units;
  - b.) each zoning text shall include the address of the property it governs and the name of the respective applicant or project (i.e. "Target property", "Hilldale Shopping Center", etc.);
  - c.) the permitted use sections shall be revised to state "Multi-family residential uses as shown on approved specific implementation plans";
  - d.) both applicants shall work with the Planning Division and Zoning Administrator prior to final approval to develop an enumerated list of permitted commercial and office uses and provide appropriate family definitions for their zoning texts. [Staff believes that it would be best going forward to approve PUD zoning texts with such use lists so as to avoid references to the Zoning Code, which is currently being rewritten and will likely have different, more contemporary use lists and definitions.];
  - e.) include language ensuring shared access and parking throughout the entire Hilldale Shopping Center development, including the proposed Target store.
49. That a revised Transportation Demand Management (TDM) Plan for the Target store be submitted for approval by the City Traffic Engineer and Director of the Planning Division prior to final signoff of the amended PUD-GDP-SIP and issuance of building permits to address how the Target store will comply with the provisions in MGO 33.24(4)(f)9.d.i.
50. That the developer of the Target store enter into a maintenance agreement with the City for any private landscaping materials to be planted in the University Avenue and Frey Street rights of way.

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, (608) 266-4816.

After the plans have been changed as per the above conditions, please file **ten (10) sets** of the revised, complete site plans, building elevations, floor plans and any other documentation requested herein with the Zoning Administrator, Room LL-100, Madison Municipal Building, 215 Martin Luther King, Jr. Boulevard. The sets of final revised plans or documents will be circulated by the Zoning staff to the City department staff listed above for their signature of final approval.

Upon receipt of the aforementioned plans, documents and fees, and upon determining that they are complete, the Zoning Administrator shall record them with the Dane County Register of Deeds Office. The recorded originals will



be returned to the applicant, with the recording information noted, when the Register of Deeds has completed the recording process.

If this plan is not recorded within one year of the date of approval by the Common Council, the approval shall be null and void. No construction or alteration of the property included in this application shall be permitted until a Specific Implementation Plan (SIP) has been approved and recorded.

Within thirty-six (36) months of Common Council approval of the general development plan, the basic right of use for the areas, when in conformity with the approved specific implementation plan, shall lapse and be null and void unless 1) the project, as approved, is commenced by the issuance of a building permit, or 2) if an application for an extension is filed at least thirty (30) days prior to the expiration of the thirty-six (36) month period and the Plan Commission, after a public hearing pursuant to Sec. 28.12 (10)(e), determines that no changes in the surrounding area or neighborhood since approval of the general development plan render the project incompatible with current conditions and grants an extension of up to twenty-four (24) months in which to obtain a building permit. In no case shall an extension allow a building permit to be issued more than sixty (60) months after approval of the general development plan by the Common Council. If a new building permit is required pursuant to sec. 29.06(4), Madison General Ordinances, a new petition and approval process shall be required to obtain general development plan approval and specific implementation plan approval.

If you have any questions regarding recording this plan or obtaining permits, please call Matt Tucker, Zoning Administrator, at (608) 266-4551. If I may be of any further assistance, please do not hesitate to contact me at (608) 261-9632.

Sincerely,

Timothy M. Parks  
Planner

cc: Janet Dailey, City Engineering Division  
Bryan Walker, Traffic Engineering Division  
Dennis Cawley, Madison Water Utility  
Tim Sobota, Madison Metro Transit  
Scott Strassburg, Madison Fire Department  
Pat Anderson, Asst. Zoning Administrator

For Official Use Only, Re: Final Plan Routing			
<input checked="" type="checkbox"/>	Planning Div. (T. Parks)	<input checked="" type="checkbox"/>	Engineering Mapping Sec.
<input checked="" type="checkbox"/>	Zoning Administrator	<input type="checkbox"/>	Parks Division
<input checked="" type="checkbox"/>	City Engineering	<input checked="" type="checkbox"/>	Urban Design Commission
<input checked="" type="checkbox"/>	Traffic Engineering	<input type="checkbox"/>	Recycling Coord. (R&R)
<input checked="" type="checkbox"/>	Fire Department	<input checked="" type="checkbox"/>	Other: Metro Transit