



Department of Planning & Community & Economic Development

Planning Division

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May 27, 2014

Gary Gorman
Gorman & Company
200 N. Main Street
Oregon, Wisconsin 53575

RE: 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.

Dear Mr. Gorman;

At its May 20, 2014 meeting, the Common Council **conditionally approved** your application to amend the general development plan for Union Corners subject to the following conditions of approval, which shall be satisfied prior to final approval and recording of the amended plan:

Please contact Janet Schmidt of the City Engineering Division at 261-9688 if you have questions regarding the following nineteen (19) items:

1. If portions of the public right of way are to be reconstructed, a developer's agreement with the City shall be required.
2. 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.
3. 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.
4. Additional comments regarding any proposed right of way or public utility work will be provided as more detailed site plans are submitted.
5. Provide a plan that shows existing right of way and property lines and proposed property lines.
6. Non-standard improvements to the right of way may require either an encroachment agreement or a maintenance agreement.

7. 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.
8. The applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
9. 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.
10. 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.
11. 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.
12. All work in the public right of way shall be performed by a City-licensed contractor.
13. 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.
14. 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).
15. 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.

16. 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.
17. 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. 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.
18. 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).
19. 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).

Please contact Eric Halvorson of the Traffic Engineering Division at 266-6527 if you have any questions regarding the following six (6) items:

20. 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 not 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.
21. 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.

22. 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.
23. 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.
24. 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.
25. All parking facility design shall conform to the standards in MGO Section 10.08(6).

Please contact Pat Anderson, Assistant Zoning Administrator, at 266-5978 if you have any questions regarding the following two (2) items:

26. 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.
27. 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).

Please contact Dennis Cawley of the Madison Water Utility at 261-9243 if you have any questions regarding the following item:

28. 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.

Please contact Bill Sullivan of the Madison Fire Department at 261-9658 if you have any questions regarding the following two (2) items:

29. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.

30. Provide fire apparatus access as required by IFC 503 2012 edition, MGO Section 34.503 [on future SIPs].

Please contact Tim Sobota of Madison Metro Transit at 261-4289 if you have any questions regarding the following ten (10) items:

31. 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.
32. 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.
33. 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.
34. 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.
35. The applicant shall install and maintain a shelter structure with bench seating in the adjacent property landscape plan at stop location #1762.
36. 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.
37. 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.
38. 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.

39. Metro Transit has concerns about the proposal to reconstruct the Winnebago Street /Sixth Street intersection.
40. 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.

Please contact Kay Rutledge of the Parks Division at 266-4714 if you have any questions regarding the following three (3) items:

41. 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.
42. 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 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.
43. 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.

Please contact my office at 261-9632 if you have any questions about the following four (4) items:

44. 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.
45. 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.

46. 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.
47. 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 applicant is also 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 permits. Please contact Al Martin, Urban Design Commission Secretary, at 267-8740 if you have any questions about those conditions.

Specific questions regarding the comments or conditions contained in this letter should be directed to the commenting agency.

After the general development plan has been revised per the above conditions, please file **ten (10) sets** of complete, fully dimensioned, and to-scale plans, the appropriate site plan review application and fee pursuant to Section 28.206 of the Zoning Code, 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 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. 28.181(5), 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 266-4551. If I may be of any further assistance, please do not hesitate to contact me at 261-9632.

Sincerely,

Timothy M. Parks
Planner

cc: Janet Schmidt, City Engineering Division
Eric Halvorson, Traffic Engineering Division
Dennis Cawley, Madison Water Utility
Pat Anderson, Assistant Zoning Administrator
Tim Sobota, Metro Transit
Kay Rutledge, Parks Division
Bill Sullivan, Madison Fire Department

For Official Use Only, Re: Final GDP Routing			
<input checked="" type="checkbox"/>	Planning Div. (T. Parks)	<input checked="" type="checkbox"/>	Engineering Mapping Sec.
<input checked="" type="checkbox"/>	Zoning Administrator	<input checked="" 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