



PREPARED FOR THE PLAN COMMISSION

Project Address: 10202 Old Sauk Road
Application Type: Conditional Use
Legistar File ID # [54407](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted.

Summary

Applicant & Property Owner: Middleton-Cross Plains Area School District; 7106 South Avenue; Middleton.

Contact: Robin Savola, Eppstein Uhen Architects; 333 E. Chicago Avenue; Milwaukee.

Requested Actions: Approval of a conditional use in SR-C1 (Suburban Residential-Consistent 1 District) zoning on land generally addressed as 10202 Old Sauk Road to allow construction of an elementary school; consideration of a conditional use to provide parking in excess of the maximum number of parking spaces by Table 28I-3 of the Zoning Code, Off-Street Parking Requirements for a School, Public and Private; and consideration of a conditional use to allow construction of a building with floor area exceeding 10,000 square feet in a residential zoning district.

Proposal Summary: The Middleton-Cross Plains Area School District is proposing construction of an elementary school on Lot 1 of the recently approved but unrecorded Pope Farms Estates subdivision on land addressed as 10202 Old Sauk Road. Construction of subdivision improvements and the school are scheduled to commence on June 1, 2019, with both scheduled to be completed in August 2020 in time for the 2020-2021 school year.

Applicable Regulations & Standards: Table 28C-1 in Section 28.032(1) of the Zoning Code identifies schools, public and private, and buildings or structures with floor area exceeding 10,000 square feet in floor area as conditional uses in all residential zoning districts subject to supplemental regulations in Section 28.151. Section 28.142(6)(b)4 establishes that a maximum parking increase of more than twenty (20) parking spaces that is also more than ten percent of the maximum parking requirement may be approved by conditional use; Section 28.142(6)(c) provides the standards and regulations for approval of parking in excess of the maximum number of spaces. Section 28.183 provides the process and standards for the approval of conditional use permits. Public buildings, including schools, are also subject to approval by the Urban Design Commission per Section 33.24(4)(d).

Review Required By: Urban Design Commission and Plan Commission.

Summary Recommendation: The Planning Division recommends that the Plan Commission find the standards met and **approve** conditional uses to allow construction of an elementary school on land generally addressed as 10202 Old Sauk Road subject to input at the public hearing and the conditions from reviewing agencies beginning on page 6 of this report.

Background Information

Parcel Location: The proposed school will be located on the northern half of the 26.1-acre Lot 1 to be created by the Pope Farms Estates subdivision. Lot 1 will extend along the west side of extended Schewe Road and adjacent to the eastern edge of Pope Farms Park north from Old Sauk Road; Aldermanic District 9 (Skidmore); Middleton-Cross Plains Area School District.

Existing Conditions and Land Use: Undeveloped land, zoned SR-C1 (Suburban Residential–Consistent 1 District).

Surrounding Land Uses and Zoning:

North: Undeveloped land and single-family residences on large parcels along Blackhawk Road in the Town of Middleton;

South: Undeveloped land in the City of Madison west of Schewe Road, zoned A (Agricultural District);

West: Pope Farms Park and single-family residences on large parcels in the Town;

East: Single-family residences in the Blackhawk subdivision in the City, zoned SR-C1 (Suburban Residential–Consistent 1 District); single-family residences on large parcels in the Town.

Adopted Land Use Plans: The [Blackhawk Neighborhood Development Plan](#) recommends that the subject site be developed with institutional uses for a school(s) on the west side of the extension of Schewe Road, with low-density residential and park and open space uses on the east side of the street abutting low-density residential uses in the Blackhawk subdivision.

The 2018 [Comprehensive Plan](#) includes the extension of Schewe Road through the subject site and recommends the land west of the extension for Special Institutional uses, with the remaining land to the east recommended for Low Residential uses.

Zoning Summary: The project is zoned SR-C1 (Suburban Residential–Consistent 1 District):

Requirements	Required – Non-Residential Uses	Proposed
Lot Area	8,000 sq. ft.	1,738,044 sq. ft.
Lot Width	60'	361.71'
Front Yard	30'	130'
Side Yards	7'	500'
Rear Yard	Equal to bldg. height but at least 35'	210'
Useable Open Space	N/A	---
Maximum Lot Coverage	60%	19%
Maximum Building Coverage	50%	6%
Maximum Building Height	35'	34.5'
Auto Parking	28	121 (*Requires cond. use approval*)
Bike Parking	112	100 (See conditions)
Loading	None	0
Building Forms	Civic/Institutional Building	Complies with requirements
Other Critical Zoning Items		
Yes:	Urban Design (Public Building), Utility Easements	
No:	Wellhead Protection, Barrier Free, Floodplain, Landmarks, Waterfront Development, Adjacent to Park	
<i>Prepared by: Jacob Moskowitz, Assistant Zoning Administrator</i>		

Environmental Corridor Status: The property is located in the Central Urban Service Area; the school site is adjacent to Pope Farms Park but is not located in a mapped environmental corridor.

Public Utilities and Services: The Pope Farms Estates development will be served by a full range of urban services as it develops with the exception of Metro Transit, which currently does not provide service west of Pleasant View Road. The proposed school is outside Metro Transit's paratransit service area. The closest bus stop with scheduled bus service is over 1.5 miles walking distance, and would be greater than the three-quarter-mile regulatory distance from all day scheduled service for passengers who might be eligible for door-to-door paratransit service.

Previous Approval

On February 26, 2019, the Common Council approved the preliminary plat and final plat of "Pope Farms Estates" creating one lot for future school construction, 16 single-family lots, one lot for open space, two outlots for public stormwater management, and one outlot to be dedicated for public parkland on land located at 10202 Old Sauk Road, subject to conditions. Recording of the final plat is pending.

Project Description

The Middleton-Cross Plains Area School District is requesting conditional use approval to construct an elementary school on Lot 1 of the recently approved but not yet recorded Pope Farms Estates subdivision on land addressed as 10202 Old Sauk Road. The two-story, 113,357 square-foot school will include 28 classrooms and various support spaces designed to serve an anticipated 525 students from kindergarten through fourth grade.

The subject site is located adjacent to the Pope Farms Park land conservancy in the Town of Middleton and is characterized by a significant grade that slopes from the western property line abutting the conservancy to the east and south. The site is largely devoid of vegetation with the exception of partial tree lines along the northern boundary. Access to the proposed Pope Farms Estates plat will be provided by the extension of Schewe Road north through the site from its current terminus at Old Sauk Road as a minor collector street with a 70-foot right of way. Two local streets in the Blackhawk subdivision, River Birch Road and Shadow Ridge Trail, will be extended from their current terminuses at the eastern edge of the site to intersect extended Schewe Road.

The school district acquired the 34.4 acres of land that comprises the larger Pope Farms Estates subdivision from the Town of Middleton in September 2006 with the primary intention of constructing two schools on the site. The land was attached to the City in 2007. The approved subdivision creates a 26.1-acre Lot 1 for the future schools, which will extend along the west side of Schewe Road and adjacent to the eastern edge of Pope Farms Park north from Old Sauk Road to the rear of a series of residential properties fronting onto Blackhawk Road.

The proposed elementary school will be located on the northern half of Lot 1, with the planned second school to be located to its south. [Some of the plan sheets in the sets for the elementary school conceptually show the relationship between the two facilities.] Primary access to the school will be provided by a driveway from Schewe Road located midway between River Birch Road and Shadow Ridge Trail, which will serve a 121-stall parking lot proposed along the southern wall of the building and a circular pick-up/drop-off lane that will parallel the eastern wall. A second driveway north of the school is primarily intended to provide access for a bus loading zone proposed along the western wall of the school. One-hundred (100) bike parking stalls are proposed along the southern wall.

Due to the grade of the site, the first floor of the school will be built into the hill that will extend from east to west from Schewe Road to the adjacent Pope Farms Park, with the western façade of the two-story school to appear

as a one-story building from the west. The primary entrance to the school will be located near the southeastern corner of the building facing Schewe Road, with sidewalk connections from the drop-off lane, parking lot and street proposed to converge at that entrance. A second entrance is proposed on the western façade adjacent to the bus loading zone. The building will primarily feature a two-toned brick exterior accented by prominent multi-colored metal panels.

Supplemental Regulations and Additional Standards for Approval

Section 28.142(6)(c) provides the following standards and regulations for approval of parking in excess of the maximum number of spaces. Approval of surface parking exceeding the maximum shall be granted only after considering the following:

1. Documentation regarding the actual parking demand for the proposed use.
2. The impact of the proposed use on the parking and roadway facilities in the surrounding area.
3. Whether the proposed use is located near a parking area that is available to the customers, occupants, employees and guests of the proposed use.
4. The availability of alternative forms of transportation and actions being taken by the applicant to enhance or promote those alternatives.
5. Structured parking, rain gardens or other bio-retention facilities, additional landscaping, pervious pavement, or other mitigation measures may be required as conditions for an exception.
6. Whether the proposed use is new or is an alteration, addition or expansion of an existing use.

The following supplemental regulations apply to Public and Private Schools per Section 28.151:

- a.) A facility established after the effective date of this ordinance within a predominantly residential or mixed-use area shall have vehicular access to a collector or higher classification street.
- b.) Where the use is conditional, an appropriate transition area between the use and adjacent property may be required, using landscaping, screening, and other site improvements consistent with the character of the neighborhood.

The following supplemental regulations apply to Buildings or Structures Exceeding 10,000 Square Feet in Floor Area per Section 28.151:

- a.) In any residential district, building floor area, bulk, height and massing may be limited as part of the conditional use approval in order to ensure compatibility with surrounding uses.
- b.) In any residential district, an appropriate transition area between the use and adjacent property may be required, using landscaping, screening, and other site improvements consistent with the character of the neighborhood.

Analysis and Conclusion

Public and private schools and any building that exceeds 10,000 square feet in floor area are conditional uses in all residential zoning districts subject to supplemental regulations for each in Section 28.151 of the Zoning Code. In reviewing the proposed elementary school, the Planning Division believes that the Plan Commission may find

the conditional use standards and supplemental regulations met. The proposed school should not have an impact on the uses, values and enjoyment of surrounding properties and is consistent with the normal and orderly development of the surrounding area, which primarily features single-family residences on a variety of home sites in the City of Madison and Town of Middleton. Institutional use of the site has been planned for this portion of the Blackhawk neighborhood since 2006, when the land for the schools was acquired and an amendment to the Blackhawk Neighborhood Development Plan was approved to integrate the school site and the ancillary residential development proposed to buffer the school from the then newly developing homes in the Blackhawk and Greystone single-family subdivisions. The school that will be constructed on the site will serve residents in the Blackhawk and Elderberry neighborhoods of Madison as well as residents elsewhere in the Middleton-Cross Plains Area School District.

Further, the extension of Schewe Road between Old Sauk Road and Blackhawk Road was planned and will be designed and built as a collector street to provide access to the school parcel as well as serve as a western outlet for traffic from the larger neighborhood, with a 10-foot wide multi-purpose path proposed along the west side of the street. Staff believes that the access and on-site circulation for the school is adequate, with a design intended to direct traffic to Schewe Road and reduce cut-through traffic for the school from using the neighborhood to the east. However, staff recommends that a sidewalk be provided along the entire frontage of the drop-off/pick-up zone proposed between the building and street, and that the sidewalk adjacent to the school be a minimum of 10 feet wide. Staff also recommends that a sidewalk also be provided on the north side of the main driveway to allow pedestrians and bikes the ability to more directly access the main entrance of the school and bike parking from the multi-purpose path.

The proposed school also requires a conditional use to exceed the maximum parking requirement by more than ten percent of the maximum by 20 or more parking spaces. For all types of schools, the Zoning Code establishes a maximum parking standard of one auto parking space per classroom plus one space per three students of legal driving age based on the maximum number of students attending classes at any one time; the minimum is the number of classrooms plus one space per five students of legal driving age based on the maximum number of students attending classes at any one time. Based on the 28-classroom elementary school proposed, the minimum and maximum number of parking stalls allowed is 28; 121 stalls are proposed.

In reviewing the proposal to grant a conditional use for the parking to exceed the maximum, staff believes that the additional standards are met. Staff anticipates that the vast majority of students using the school will arrive by passenger auto or school bus given the school's location on the edge of the City. However, staff does not feel that the school will adversely impact the roadway facilities in the surrounding area. The school is not located near another parking area that would allow the on-site parking for the school to be less, and will be located in an area of the City and region where alternative forms of transportation are limited. In particular, Metro service does not currently extend west of N. Pleasant View Road to serve the Blackhawk and Elderberry neighborhoods. Staff feels that adequate bike parking will be provided on-site, although the network of on- and off-street bike facilities serving the site is still evolving as the surrounding area continues to develop. Lastly, staff does not believe that additional stormwater management facilities or landscaping are required to support the school parking lot beyond the features now proposed.

Finally, public buildings, including schools, are also subject to approval by the Urban Design Commission per Section 33.24(4)(d). The Urban Design Commission granted **final approval** of the proposed school on a voice vote at its March 27, 2019 meeting. The conditions of the UDC approval are:

1. Consider species other than Red Oak for the parking lot;
2. Look at making the walkway double in size for the incorporation of more trees; and
3. Look at alternatives for the light poles lining the long driveway.

Recommendation

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

The Planning Division recommends that the Plan Commission find the standards met and **approve** conditional uses to allow construction of an elementary school on land generally addressed as 10202 Old Sauk Road subject to input at the public hearing and the conditions from the alder and reviewing agencies:

Recommended Conditions of Approval Major/Non-Standard Conditions are Shaded

Planning Division

1. Revise the site plans to add a sidewalk on the north side of the main driveway to allow pedestrians and bikes the ability to more directly access the main entrance of the school and bike parking from the multi-purpose path adjacent to Schewe Road.

The following conditions have been submitted by reviewing agencies:

City Engineering Division (Contact Tim Troester, 267-1995)

2. The developer will need to revise sewer layout to install sanitary sewer north up to the sanitary sewer easement next to the school driveway.
3. As a condition of the developer agreement, the developer will be required to install sanitary sewer along Old Sauk Road for the east plat limit to the west plat limit. Developers are required to provide sanitary sewer to plat limits to allow for future development west of the proposed plat development.
4. Any lands draining to the Lower Badger Mill Creek watershed shall be responsible for payment of stormwater impact fees associated with this watershed.
5. The stormwater management feature at the corner of Old Sauk Road and Schewe Road is shown on private property. Because this is treating public water, the lands will need to be dedicated as an outlot for stormwater management purposes or have an easement dedicated to allow for this use. A separate easement that has specific rights and maintenance requirements would need to be drafted and recorded at the Register of Deeds.
6. The applicant follow the conditions of approval for the Pope Farm Estates Plat. Specifically, with regard to how the drainage watersheds between the Black Earth Creek, Badger Mill and Pheasant Branch watersheds are divided.

7. The construction of this project will require that the applicant shall enter into a City/ Developer agreement for the required infrastructure improvements. The applicant shall contact City Engineering 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. Obtaining a developer's agreement generally takes approximately 4-6 weeks, minimum.
8. All outstanding Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
9. 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.
10. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in a TMDL ZONE. The project will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR in order to comply with TMDL limits.
11. The applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number: a) Building Footprints; b) Internal Walkway Areas; c) Internal Site Parking Areas; d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); e) Right-of-Way lines (public and private); f) Lot lines or parcel lines if unplatted; g) Lot numbers or the words unplatted; h) Lot/Plat dimensions; and i) Street names. All other levels (contours, setbacks, elevations, etc) are not to be included with this file submittal. NOTE: Email file transmissions preferred lzenchenko@cityofmadison.com. Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file.
12. The applicant shall submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the Engineering Division with any private storm and sanitary sewer utilities. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number. The digital copies shall be drawn to scale and represent final construction including: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); right-of-way lines (public and private); plat name and lot lines (metes & bounds parcel lines if unplatted); platted lot numbers (noted "unplatted lands" if not platted); lot/plat property dimensions; street names; private on-site sanitary sewer utilities (including all connections to public sanitary); private on-site storm sewer utilities (including all connections to public storm). All other levels (contours, elevations, etc.) are not to be included with this file submittal. E-mail CAD file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West). Include the site address in the subject line of this transmittal. Any changes or additions to the location of the

building, sidewalks, parking/pavement, private on-site sanitary sewer utilities, or private on-site storm sewer utilities during construction will require a new CAD file.

13. The applicant shall submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or tstroester@cityofmadison.com (West). The digital copies shall be to scale, and shall have a scale bar on the plan set. (POLICY and MGO 37.09(2)) PDF submittals shall contain the following information: a) Building Footprints; b) Internal Walkway Areas; c) Internal Site Parking Areas; d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); e) Right-of-Way lines (public and private); f) Lot lines or parcel lines if unplatted; g) Lot numbers or the words unplatted; h) Lot/Plat dimensions; i) Street names; j) Stormwater Management Facilities; k) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).
14. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including: a) SLAMM DAT files; b) RECARGA files; c) TR-55/HYDROCAD/Etc; d) 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.
15. Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project. Include copies of all stormwater, utility, and detail plan sheets that contain stormwater practices on 8.5x14 size paper in the draft document. These drawings do not need to be to scale as they are for informational purposes only. Once City Engineering staff have reviewed the draft document and approved it with any required revisions submit a signed and notarized original copy to City Engineering. Include a check for \$30.00 made out to Dane County Register of Deeds for the recording fee. City Engineering will forward the document and fee for recording at the time of issuance of the stormwater management permit. Draft document can be emailed to Tim Troester (west) at tstroester@cityofmadison.com, or Daniel Olivares at DAOlivares@cityofmadison.com final document and fee should be submitted to City.
16. The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
17. 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 5.0-tons per acre per year.
18. This site appears to disturb over one (1) acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-15; however, a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt of the WDNR at 273-5612 to discuss this requirement.

19. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to detain the 2-, 10-, and 100-year storm events, matching post development rates to predevelopment rates
20. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to reduce TSS by 80% (control the 5-micron particle) off of newly developed areas compared to no controls.
21. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to provide infiltration in accordance with Chapter 37 of Madison General Ordinances.
22. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to provide onsite treatment for oil and grease.
23. 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 Madison General Ordinances.

City Engineering Division—Mapping Section (Contact Jeff Quamme, 266-4097)

24. Grant a Permanent Limited Easement for Public Sanitary Facilities on the pending plat. The easement shall be 20 feet wide over the north 20 feet of proposed Lot 1.
25. The pending subdivision of Pope Farm Estates for this property shall be completed and recorded with the Dane County Register of Deeds (ROD) prior to issuance of any building permits for new construction. When the recorded plat image is available from the ROD, the Assessor's Office can then create the new Address- Parcel-Owner (APO) data in the parcel database so that the permitting system can upload this data and permit issuance made available for this new land record.
26. The address of the proposed school is 816 Schewe Road. The site plan shall show the official street addresses of the property as reflected by official City of Madison Assessor's and Engineering Division records.

Traffic Engineering Division (Contact Sean Malloy, 266-5987)

27. The applicant shall submit for review a student drop off and pickup plan. This plan shall include the number of students, estimated modes of arrival by percentage, estimated arrival times and any requested passenger loading zones. This plan shall include securing of the recreational area during bus drop-off/pickup.
28. The applicant shall provide a deposit of \$60,000 for school flashers and signing and marking for the purposes of pedestrian crossings, safe routes to school and school safety zone.
29. The applicant shall provide a minimum 10-foot wide sidewalk in the drop-off/pick-up zone adjacent the building.

30. The applicant shall work with Traffic Engineering staff to secure one-way access by narrowing the width of the entrance and exit of the parking lot.

31. The applicant shall provide a sidewalk along the entire frontage of the drop-off/pick-up zone.

32. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings 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.

33. 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.

34. 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.

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

36. All bicycle parking adjacent pedestrian walkways shall have a two-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.

37. All pedestrian walkways adjacent parking stalls shall be seven feet wide to accommodate vehicle overhang, signage and impediments to walkway movements. Any request for variance shall be submitted to and reviewed by the Traffic Engineering Division.

38. The applicant shall provide a clearly defined five-foot walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheel chair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.

39. Parking stalls that are located next to a sidewalk shall have a barrier between the stall and the sidewalk or a three-foot minimum buffer to serve as protection for any pedestrians.

40. "Stop" signs shall be installed at a height of seven (7) feet at all Class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.

41. One-way operation of the site shall be secured by placing a "One Way" sign at the entrance and a "Do Not Enter" sign at the exit.

42. The applicant shall show the dimensions for the proposed Class III driveway, including the width of the drive entrance, width of the flares, and width of the curb cut. The proposed driveways on the current plan show driveways with radii, the applicant shall replace these with flares.
43. Dimensions of the driveways shall be noted on the plan including the width of driveway and width of driveway flares.
44. Secure parking facility. This is usually done with continuous six (6)-inch curb, timbers, preformed wheel stops, guardrail erected at a height of eighteen (18) inches or fencing of sufficient strength to act as a vehicle bumper.
45. All paint dividing traffic at the entrance shall be a double yellow line and noted on the plan. Work with Traffic Engineering staff to determine optimal lane widths for each approach.

Zoning Administrator (Contact Jacob Moskowitz, 266-4560)

46. Bicycle parking for the school project shall comply with the requirements of MGO Sections 28.141(4)(g) and 28.141(11). Provide a minimum of 112 short-term bicycle parking stalls located in a convenient and visible area on a paved or impervious surface. Bicycle parking shall be located at least as close as the closest non-accessible automobile parking and within 100 feet of a principal entrance. Note: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5)-foot wide access area. Provide a detail of the proposed bike rack.
47. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per MGO Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than 10,000 square feet in size must be prepared by a registered landscape architect.
48. Submit a detail of the trash enclosure. The trash enclosure shall be screened on four (4) sides (including a gate for access) by a solid, commercial-grade wood fence, wall, or equivalent material with a minimum height of six (6) feet and not greater than eight (8) feet.
49. Exterior lighting provided shall be in accordance with MGO Section 10.085. Provide an exterior lighting plan and fixture cut sheets with the final plan submittal.

Fire Department (Contact Bill Sullivan, 261-9658)

50. Provide an emergency voice fire alarm communication system per IBC 907.2.3. and coordinate access control with the Madison Fire Department prior to construction.
51. Per MGO Section 34.503/IFC 503 Appendix D105, provide an aerial apparatus access fire lane that is at least 26 feet wide, if any part of the building is over 30 feet in height. The near edge of the aerial fire lane shall be within 30 feet and not closer than 15 feet from the structure, and parallel to one entire side. The aerial fire lane shall cover not less than 25% of the building perimeter.
52. Private fire service mains serving fire hydrants shall be the same size as the public mains supplying the private mains unless hydraulically calculated to provide the minimum required flow and pressure. In all cases, mains serving fire hydrants do not need to exceed 10 inches but shall be at least 6 inches. See MGO Section 34.507

for additional information. Also, confirm that the private water mains comply with minimum size requirements of NFPA 24.

Water Utility (Contact Adam Wiederhoeft, 266-9121)

53. Any outstanding water main assessments or water main connection charges shall be paid by the Developer prior to connecting to the existing water distribution system – contact Adam Wiederhoeft of Madison Water Utility (awiederhoeft@madisonwater.org or 266-9121) to determine if outstanding fees exist for the subject parcels.

54. All public water mains and water service laterals shall be installed by a standard City subdivision contract / City-Developer agreement. The applicant shall contact City Engineering Division to schedule the development of plans and the agreement. See Engineering Division comments for additional information. The Madison Water Utility will be required to sign off as part of the approval review associated with this Land Use Application/Site Plan Review prior to the issuance of building permits for the proposed development.

Parks Division – Forestry Section (Contact Brad Hofmann, 267-4908)

55. City Forestry will evaluate the terrace for new street tree plantings upon completion of the project. If there is space for new trees, City Forestry will schedule planting and assess the cost of the initial planting to the property owner.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency reviewed this request and has recommended no conditions of approval.