



PREPARED FOR THE PLAN COMMISSION AND URBAN DESIGN COMMISSION

Project Address: 7933 Tree Lane (9th Aldermanic District, Alder Skidmore)
Application Type: Planned Development Rezoning
Legistar File ID #: [40665](#)
Prepared By: Heather Stouder, AICP, Planning Division
Report Includes Comments from other City Agencies, as noted

Summary

Applicant/Property Owner: Michael Goldberg; Heartland Housing, Inc.; 320 East Center St., Milwaukee, WI, 53712

Land Use Application Contact: David Jennerjahn; Valerio Dewalt Train Associates, Inc.; 500 N Dearborn St, Ste 900; Chicago, IL, 60654

Requested Action: Rezoning of property from Commercial Center (CC) to Planned Development (PD) for the development of a four-story, 45-unit apartment building and associated administrative offices.

Proposal Summary: The applicant proposes to construct a four-story, 60,000 square foot building with 45 apartment units, interior common spaces, and administrative offices on a vacant 1.3-acre property.

Applicable Regulations & Standards: This proposal is subject to the standards for zoning map amendments (MGO Section 28.182(6)) and Planned Developments (MGO Section 28.098).

Review Required By: Urban Design Commission (UDC), Plan Commission (PC), and Common Council (CC)

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the zoning map amendment and Planned Development standards are met, and forward the request to the Common Council with a recommendation to **approve** the rezoning at 7933 Tree Lane. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Background Information

Parcel Location: The subject property is located on the east side of Tree Lane between South Oakbridge Court and Mineral Point Road; Aldermanic District 9 (Skidmore); Madison Metropolitan School District.

Existing Conditions and Land Use: The 1.3 acre property is largely undeveloped with scattered trees and wetland area along the northern and eastern edges of the site. On the western portion of the site is an existing access driveway and small asphalt parking area associated with the commercial property immediately to the south.

Surrounding Land Use and Zoning:

North: Immediately north of the site is a 100-foot wide city-owned stormwater management parcel in the CC District. North of this is low- and medium density multi-family residential development in the PD District.

East: Across High Point Road to the east is a 537-unit multi-family residential complex on a 24-acre site.

South: Immediately to the south is a two-story, 15,000 square foot office building which shares access from Tree Lane with the subject site.

West: The city-owned stormwater management parcel and a 50,000 square foot, one-story multi-tenant retail building in the PD District.

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends General Commercial uses for this property and properties to the south. Properties to the north of the drainage area are recommended for medium density residential uses.

Zoning Summary: As proposed, the property would be in the Planned Development (PD) District.

Environmental Corridor Status: The subject site is not located in a mapped environmental corridor, although the city-owned stormwater management parcel immediately to the north does lie within an environmental corridor.

Public Utilities and Services: This property is served by a range of urban services, including weekday Metro Transit service with stops at the intersection of Mineral Point and High Point Roads, and daily transit service from the intersection of Mineral Point and Ganser Way, another block to the east.

Related Reviews and Approvals

WHEDA Section 42 Tax Credits – If land use entitlements are granted, the applicant intends to submit application materials in late January 2016 seeking WHEDA tax credits for the project, which would provide support for the provision of affordability and services for the 45 proposed permanent supportive housing units.

Project Description

The applicant proposes to construct a four-story, 45-unit apartment building designed with ground floor office space, common spaces, and a range of services for households who have faced struggles with lack of adequate housing.

Land Use – The proposed building includes a mix of relatively small dwelling units as follows: 19 two-bedroom units, 23 three-bedroom units, and 3 four-bedroom units, each with laundry facilities. There are no balconies for individual units, but at-grade usable open spaces are provided on the east and west sides of the building, including a tot lot. In addition, the first floor of the building includes a 1,000 square foot multi-purpose room, a small library and business center, offices for staff, and a conference room for use by tenants, staff, and service providers. Basement storage areas for each unit are provided, in addition to a large bicycle-parking area. There are trash chutes on upper levels leading to a first floor trash storage area.

With regard to nearby amenities, the four-acre Haen Family Park is located less than a quarter mile to the north along High Point Road, and Walnut Grove Park is located within an approximately one mile walk, on Westfield Road. James Madison Memorial High School, Jefferson Middle School, and the Lussier Center are located within a mile to the east of the site, via Tree Lane or Mineral Point Road, with John Muir Elementary School just a bit further to the northeast. In addition, Madison College's West Campus and West Town Mall are less than a mile to the east, along Mineral Point Road, and Copps Grocery and other large retailers are just west of the site, across the Beltline Highway via Mineral Point Road.

Bulk and Massing – At approximately 65 feet wide and 260 feet long, the four-story building is oriented east to west through the site along the drainage way to the north. The building is 51 feet tall at its highest point near Tree Lane, with slight variation in the roofline but no significant setbacks on any side.

Access, Circulation, and Parking – The site can be accessed via a driveway from Tree Lane, which is shared with the commercial property immediately to the south. The driveway leads to a fire access lane along the south side of the building and a small surface parking lot with 27 automobile stalls (ratio of approximately 0.5 stalls per unit, plus adequate parking for employees and service providers). 60 bicycle parking stalls are

provided for residents in the basement of the building, and 14 additional stalls are provided for short-term parking outside the building.

Currently, the site has pedestrian access only from Tree Lane, leading to the main entrance of the building facing south, toward the parking area. A condition of approval will be to work with City Engineering staff or the property owner immediately to the south to provide a pedestrian path to High Point Road, so that residents have a much more convenient way to access Metro Transit stops near the intersection of Mineral Point Road and Ganser Way.

Exterior Materials and Site Details – The building is clad in two colors of fiber cement siding and paneling, with aluminum and glass storefront windows on the lower level at main entrance areas, and operable vinyl windows on upper levels throughout. Architecturally, the western elevation facing Tree Lane and the glass surrounding the main stairway serve as accent elements.

Plans shown the removal of nine existing trees in the area of the proposed building and surface parking, and the landscape plan shows 12 proposed trees throughout the site. Lawn areas surrounded by perennial plantings are proposed for the usable open space areas east and west of the building. The wetland area immediately north of the building on the subject site would not be disturbed, and the site and building design discourages use of this area. Six to ten foot tall gabion walls, which are essentially stacked cube-shaped wire mesh baskets filled with stone used as retaining walls, are proposed between the usable open space and wetland areas, with 42-inch decorative fences above them for safety and physical separation. Finally, a four-foot wooden privacy fence is proposed along the southern edge of the site, and a six-foot wooden fence is proposed as the dumpster enclosure in the south central portion of the site.

Project Analysis and Conclusion

Land Use and Plan Consistency – While the Comprehensive Plan (2006) recommends General Commercial uses for this site, the property is very close to an area just across the drainage way to the north recommended for medium-density residential (MDR) uses.

Considering the level of specificity intended by the line of delineation between two general future land use recommendations, the Plan Commission should also consider the following language in the Comprehensive Plan:

“Recommended land uses are generalized in that the exact boundaries between one land use category and another are often only approximate, the range of different land uses and development densities encompassed within the use district definitions is relatively large, and all of the districts may include a variety of land uses in addition to the primary use... refined recommendations applicable to individual properties will be provided through preparation and adoption of detailed neighborhood and special area plans.”

With this flexibility in mind, staff does not believe that approval of the requested rezoning from CC to PD for this residential building would be a decision inconsistent with the Comprehensive Plan. Essentially, while it is taller than other buildings in the area, the 45-unit residential building fits well within the density recommendations for MDR areas, and provides a good transition from the established multi-family residential uses north of the property to the commercial uses immediately to the south.

Bulk and Massing – Under current CC zoning, the site could be developed by right with a five-story building. The four-story, linear building is taller than other buildings in this area, but with the 100-foot wide drainage way immediately to the north and northeast, and commercial property to the west and south, staff does not believe the height and mass of the building will have any negative impacts on surrounding properties, nor will the building mass have a particularly prominent presence on Tree Lane, since it is oriented east and west on the site.

Access, Circulation, and Parking – The parking ratio of approximately 0.5 stalls per unit may be sufficient to serve the intended mix of households on the site, but the applicant will need to provide a parking management plan to demonstrate how they will work with tenants to ensure that the space is adequate, or identify options to provide off-site parking in close proximity to the site.

Pedestrian access to High Point Road is not currently provided, but is a critical linkage to transit service and amenities to the east. A condition of approval for the proposal is the provision of an accessible pedestrian path to High Point Road, either through city-owned stormwater management parcel, or via the commercial property to the south.

In addition, final plans will need to show a convenient path from the east and west sides of the property to the bicycle storage area, ensuring that the elevator is designed to accommodate bicycles.

Exterior Materials and Site Details – The building is a contemporary, simple and sleek design, with architectural emphasis areas on the west side facing Tree Lane and on the south side of the building in the area surrounding the main stairway. On this irregularly shaped site with wetland areas along the northern and eastern edges of the property, the applicant has proposed relatively small but high-quality usable open spaces on each side of the building. Final plans submitted for staff review and approval should include further detail in these areas related to the tot lot on the west side and a pedestrian linkage to High Point Road on the west side.

Standards for Zoning Map Amendments- With the flexibility in the Comprehensive Plan regarding boundaries between generalized future land use area, staff believes that the proposal meets the standards for zoning map amendments in this area, which is in a transition area from established medium-density residential uses to the north and the existing commercial uses to the south.

Planned Development Standards (MGO 28.098) – Staff believes that the Planned Development standards can be met with this proposal, as noted in the analysis of each relevant standard below.

1) Statement of Purpose.

The Planned Development District is established to provide a voluntary regulatory framework as a means to facilitate the development of land in an integrated and innovative fashion, to allow for flexibility in site design, and to encourage development that is sensitive to environmental, cultural, and economic considerations. In addition, the Planned Development District is intended to achieve one or more of the following objectives:

- a) Promotion of green building technologies, low-impact development techniques for stormwater management, and other innovative measures that encourage sustainable development*
- b) Promotion of integrated land uses allowing for a mixture of residential, commercial, and public facilities along corridors and in transitional areas, with enhanced pedestrian, bicycle, and transit connections and amenities.*
- c) Preservation and enhancement of important environmental features through careful and sensitive placement of buildings and facilities.*
- d) Preservation of historic buildings, structures, or landscape features through adaptive reuse of public or private preservation of land.*
- e) Provision of more adequate, usable, and suitably located open space, recreational amenities, and other public facilities than would otherwise be provided under conventional land development techniques.*

- f) *Facilitation of high-quality development that is consistent with the goals, objectives, policies, and recommendations of the Comprehensive Plan and adopted neighborhood, corridor, or special area plans.*

2) *Standards for Approval of Zoning Map Amendment*

The standards for approval of a zoning map change to a PD District are as follows:

- a) *The applicant shall demonstrate that no other base zoning district can be used to achieve a substantially similar pattern of development. Planned developments shall not be allowed simply for the purpose of increasing overall density or allowing development that otherwise could not be approved unless the development also meets one or more of the objectives of (1) above. Conditions under which planned development may be appropriate include:*
- 1. Site conditions such as steep topography or other unusual physical features; or*
 - 2. Redevelopment of an existing area or use of an infill site that could not be reasonably developed under base zoning district requirements.*

In this case, the irregularly shaped property makes it difficult to meet the setback requirements of conventional residential zoning districts, and the site conditions with wetland areas along the northern and eastern edges of the site exacerbate this challenge. The lot could not be practically developed in the Traditional Residential Urban 1 (TR-U1) District, which would have been the closest conventional district to support the proposed program on the site.

- b) *The PD District shall facilitate the development or redevelopment goals of the Comprehensive Plan and of adopted neighborhood, corridor, or special area plans.*

This standard can be met, as the Comprehensive Plan provides for flexibility along boundaries between generalized future land uses. While this property is recommended for "General Commercial" uses, the medium-density residential use proposed provides a good transition between the established multi-family residential uses to the north and commercial uses to the south. Development of this parcel of land requires an innovative design and use of the irregularly shaped property, and the applicant has achieved this, while providing a much-needed housing type and supportive services for residents on the site.

- c) *The PD District plans shall not adversely affect the economic health of the City or the area of the City where the development is proposed, including the cost of municipal services.*

Staff believes that this standard can be met, so long as all conditions of approval are sufficiently addressed.

- d) *The PD district plan shall not create traffic or parking demands disproportionate to the facilities and improvements designed to meet those demands. A traffic demand management plan may be required as a way to resolve traffic and parking concerns. The Plan shall include measureable goals, strategies, and actions to encourage travelers to use alternatives to driving alone, especially at congested times of the day. Strategies and actions may include, but are not limited to, carpools and vanpools; public and private transit; promotion or bicycling, walking, and other non-motorized travel; flexible work schedules and parking management programs to substantially reduce automobile trips.*

This standard can be met, so long as conditions of approval related to the provision of a parking management plan and the provision of a pedestrian connection to High Point Road are sufficiently addressed. The applicant has noted that in similar developments in other Midwestern cities, lower parking ratios than the proposed 0.5 stall per unit are sufficient. Staff looks forward to seeing additional information regarding management of the proposed parking stalls and any plans for auxiliary parking on nearby properties if a need for it is demonstrated over time.

- e) *The PD District plan shall coordinate architectural styles and building forms to achieve greater compatibility with surrounding land uses.*

While the building is taller than existing buildings in this area, staff believes that it is generally compatible with its surroundings, partially because this property is somewhat isolated from the predominant streetscape in the area. With a 100-foot wide stormwater management parcel separating it from residential property to the north, nearly a 60-foot setback from Tree Lane, and an east-west configuration, the building should not dominate the landscape in this area. It is important to note that under the existing CC zoning district, a five-story building could be constructed as a permitted use.

- f) *The PD district plan shall include suitable assurances that each phase could be completed in a manner that would not result in an adverse effect upon the community as a result of termination at that point.*

This standard is less relevant, as the proposal does not involve separate phases.

Recommendation

Planning Division Recommendation (Contact Heather Stouder, 266-5974)

The Planning Division recommends that the Plan Commission find that the zoning map amendment and Planned Development standards are met, and forward the request to the Common Council with a recommendation to **approve** the rezoning at 7933 Tree Lane. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded

Planning Division (Contact Heather Stouder, 266-5974)

1. Final plans submitted for staff review and approval shall include an accessible pedestrian path from the east side of the site to High Point Road.
2. Final plans submitted for staff review and a management plan shall be provided by the applicant including the following elements:
 - a) Details for management of the parking area, an example tenant lease reflecting parking limitations on the site, and any agreements for additional off-site parking areas for staff or residents.
 - b) A staffing plan for the property
 - c) Trash management
 - d) Snow removal
 - e) Management of common rooms and open spaces
 - f) Plans for move-in and move-out
3. Final plans submitted for staff review and approval shall include a detail identifying convenient bicycle routes from the east and west sides of the site to the bicycle parking area.
4. The applicant shall work with Traffic Engineering staff to ensure the adequacy of the width of the sidewalk adjacent to the south side of the building for pedestrian movements, given the likely vehicle overhang in this area.

City Engineering Division (Contact Brenda Stanley, 261-9127)

5. Engineering is given to understand that there is a desire to construct an access path from the site to High point Road. The applicant shall work with City Engineering to design an access route within the publicly owned greenway that can be utilized as a maintenance route for the greenway as well.
6. Submit a PDF of all floor plans to lzenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed prior to plans being submitted for permit review. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
7. This Lot and the adjacent lot to the south are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds. (POLICY)
8. The site plans indicate sidewalk installation along the south side of this site that is beyond the boundary of this site. This sidewalk appears to be planned as a common pedestrian use sidewalk. If so, draft, and provide a recorded copy of an easement/agreement addressing any common pedestrian access routes between this site and the site to the south.
9. Applicant shall be aware that any pavements or trash enclosures shown on the site plan within the public sanitary and storm sewer easement along the south side of this site is subject to any maintenance or replacement of public utilities within the easement.
10. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in the ROCK RIVER TMDL ZONE and by Resolution 14-00043 passed by the City of Madison Common Council on 1/21/2014. You will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR.
11. The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Division (storm/sanitary section). 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) Plat name and lot lines (metes & bounds parcel lines if unplatted)
 - g) Platted lot numbers (noted "unplatted lands" if not platted)
 - h) Lot/Plat property dimensions i) Street names.
12. All other levels (contours, elevations, etc) are not to be included with this file submittal. THE CAD FILE WILL ONLY BE REQUIRED PRIOR TO FINAL PLAN REVIEW SO THAT MULTIPLE FILES DO NOT NEED TO BE SUPPLIED OR REVIEWED. the project site address in the email subject line. Any changes or additions to the location of the building, private utilities, sidewalks, parking/pavement during construction will require a new CAD file transmittal.

13. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). 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) Plat name and lot lines (metes & bounds parcel lines if unplatted)
 - g) Platted lot numbers (noted "unplatted lands" if not platted)
 - h) Lot/Plat property dimensions
 - i) Street names
 - j) Stormwater Management Facilities
 - k) Detail drawings associated with Stormwater Mgmt 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. (POLICY and MGO 37.09(2))
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 ttroester@cityofmadison.com, or Jeff Benedict at jbenedict@cityofmadison.com final document and fee should be submitted to City Engineering.
16. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 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 at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION)
17. 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 by 80% (control the 5 micron particle) off of newly developed areas compared to no controls.
18. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to provide infiltration in accordance with Chapter 37 of the Madison General Ordinances.

19. 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.
20. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. MGO 37.05(7) This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
21. All outstanding Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder (608-261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff. (MGO 16.23(9)(d)(4))
22. 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. (POLICY)
23. The Applicant shall replace all sidewalk and curb and gutter which abuts the property which 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. (POLICY)

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

24. Provide fire apparatus access as required by IFC 503 2012 edition, MGO 34.503, as follows:

Aerial fire lanes shall be free from overhead obstructions. The proposed tree species along the east end of parking lot on Sheet C-500 will negatively impact aerial access. Alternative measures to allow obstructions may include specific tree selection and placement; increased fire protection systems; and/or increased building fire resistance. Alternatives must be approved by MFD prior to site plan approval.

Parks Division (Contact Janet Schmidt, 261-9658)

25. 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. The developer must select a method for payment of park fees before signoff of the rezoning request. This development is within the Far West impact fee district (SI30). Please reference ID# 15157 when contacting Parks about this project.

26. 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.

Traffic Engineering (Contact Eric Halvorson, 266-6527)

27. Applicant shall understand that due to proximity of the Tree Lane-Mineral Point Intersection to the Beltline Highway off-ramps, signalization or other pedestrian improvements are unlikely. Improvements at this intersection are likely to have severe safety impacts to the beltline highway including traffic queues onto the beltline highway. Pedestrians shall expect to use the signalized crossing at High Point to cross Mineral Point Road and applicant shall understand that this is the current highest order traffic control treatment possible to assist pedestrians in crossing the street.

28. Applicant shall understand that signalization of the Tree-Mineral Point intersection is unlikely given the above mentioned safety impacts to the roadway. Motor-vehicles leaving the site shall utilize the cross access agreement with the neighboring property to access a signalized intersection at High Point and Mineral Point.
29. 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.
30. 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.
31. 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.
32. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
33. Traffic Engineering will no longer be accepting paper plans; to ensure a timely review all submittals will include an electronic copy (.pdf preferred).

Metro Transit (Contact Tim Sobota, 261-4289)

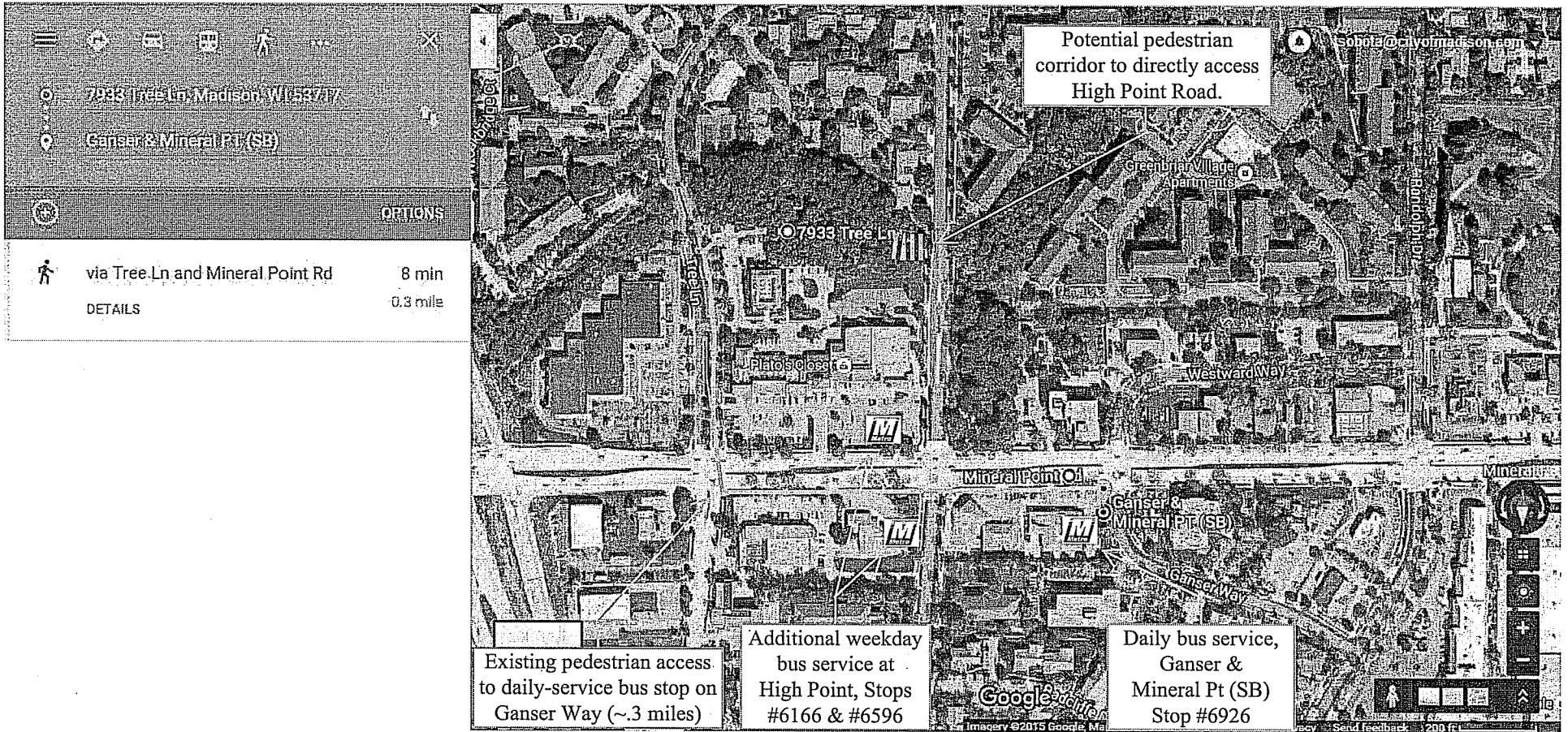
34. Metro Transit does not provide daily bus service within 1/4 mile walking distance of the proposed site. The closest bus stop with daily bus service is on Ganser Way, south of the Mineral Point Road intersection (one block east of High Point Road).
35. The applicant should seek to coordinate with the City of Madison to provide an accessible pedestrian connection running east from the site (using adjacent public greenway) to connect the project with High Point Road. This connection would significantly reduce the walking distance between the project and the existing bus stop on Ganser Way.
36. Metro Transit provides additional, weekday-only, bus service in the intersection of Mineral Point Road and High Point Road. [See attachment "7933tl_METRO.pdf"]

Water Utility (Contact Dennis Cawley, 266-4651)

37. All operating private wells shall be identified and permitted by the Water Utility in accordance with MGO 13.21. All unused private wells shall be abandoned in accordance with MGO 13.21.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

Zoning comments will be provided to the Plan Commission when they are received.



Potential pedestrian corridor to directly access High Point Road.

7933 Tree Ln, Madison, WI 53717

 Ganser & Mineral Pt. (SB)

 OPTIONS

via Tree Ln and Mineral Point Rd 8 min

 DETAILS 0.3 mile

Existing pedestrian access to daily-service bus stop on Ganser Way (~.3 miles)

Additional weekday bus service at High Point, Stops #6166 & #6596

Daily bus service, Ganser & Mineral Pt (SB) Stop #6926