

PLANNING DIVISION STAFF REPORT

October 14, 2019

PREPARED FOR THE PLAN COMMISSION



Project Address: 5210 Siggelkow Road (District 16 - Ald. Tierney)
Application Type: Conditional Use
Legistar File ID # [56790](#)
Prepared By: Colin Punt, Planning Division
Report Includes Comments from other City Agencies, as noted
Reviewed By: Kevin Firchow, AICP, Principal Planner

Summary

Applicant/Owner: Frederic A. Devillers; Forward Development & Consulting; 5210 Siggelkow Road, Madison, WI 53718

Requested Action: The applicant requests approval of a conditional use to allow construction to convert a four-resident adult facility home into a 15-resident Community Living Arrangement at a property zoned TR-C1 (Traditional Residential - Consistent 1 District) per M.G.O §28.032(1) at 5210 Siggelkow Road.

Proposal Summary: The applicant proposes to expand an existing structure to convert a four-resident adult family home into a 15-resident community living arrangement at 5210 Siggelkow Road.

Applicable Regulations & Standards: This proposal is subject to the standards for Conditional Uses [M.G.O. §28.183] as M.G.O §28.032(1) lists *community living arrangements of 9-15 residents* as conditional uses in the Traditional Residential - Consistent 1 (TR-C1) District. The Supplemental Regulations [M.G.O. §28.151] contain further regulations for these uses.

Review Required By: Plan Commission

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the approval standards for Conditional Uses are met and **approve** the request to allow conversion of a four-resident adult facility home to a 15-resident Community Living Arrangement at a property zoned TR-C1 (Traditional Residential - Consistent 1 District) at 5210 Siggelkow Road. This request is subject to the input at the public hearing and the conditions recommended by the reviewing agencies.

Background Information

Parcel Location: The subject site is located on the north side of Siggelkow Road at the northeast corner of the intersection of Siggelkow and Freese Lane. The site is within both Aldermanic District 16 (Ald. Tierney) and the Madison Metropolitan School District.

Existing Conditions and Land Use: The 20,375-square foot (0.47-acre) subject parcel is zoned TR-C1 and contains an existing four-resident adult family home in a 2,292-square foot, 4-bedroom, 3-bathroom structure, originally built as a single-family home in 1957. The existing two-stall garage is served by a driveway on Siggelkow Road, which includes a large parking area that was installed without the appropriate approvals by a previous owner.

Surrounding Land Use and Zoning:

North: Single-family houses zoned Traditional Residential – Consistent 3 (TR-C3) district;

East: across Freese Lane, single-family houses zoned TR-C3;
South: across Siggelkow Road, residential development in the Village of McFarland;
West: Daycare, both zoned TR-C1.

Adopted Land Use Plan: The [Comprehensive Plan](#) (2018) recommends the Low Residential land use for this property. The [Marsh Road Neighborhood Development Plan](#) (1999) recommends low-density residential (<8 dwelling units per acre) for this property.

Zoning Summary: The project site is currently zoned Traditional Residential - Consistent 1 (TR-C1).

Requirements	Required	Proposed
Lot Area (sq. ft.)	6,000	20,375
Lot Width	50 ft	118 ft
Front Yard Setback	20 ft	28 ft
Side Yard Setback	7 ft	7 ft
Reverse Corner Side Yard Setback	15 ft	20 ft
Rear Yard Setback	35 ft	35 ft
Usable Open Space	3,000 sq ft (1,000 per 5 residents)	3,780 sq ft
Maximum Lot Coverage	50%	65% (see Zoning comment #1)
Maximum Building Height	2 stories/35 ft	28 ft

Site Design	Required	Proposed
Number Parking Stalls	6 (as determined by Zoning Administrator)	8
Accessible Stalls	1	1 (>13'6" wide garage)
Loading	No	No
Number Bike Parking Stalls	6	0 (See Zoning comment #2)
Landscaping	No	Yes
Lighting	No	No
Building Forms	Yes	Single-Family Detached Building

Other Critical Zoning Items	Utility Easements
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Table Prepared by Jacob Moskowitz, Assistant Zoning Administrator

Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.

Public Utilities and Services: This property is served by a full range of urban services.

Project Description

The applicant proposes to expand a current four-resident adult family home in a single-family house into a 15-resident community living arrangement. The existing four-resident adult family home occupies a 2,292-square foot, 4-bedroom, 3-bathroom structure originally built as a single-family home in 1957 on a nearly half-acre lot zoned TR-C1. The existing two-stall garage is served by a driveway on Siggelkow Road, which includes a large parking area that was installed without the appropriate approvals by a previous owner.

The requested conversion would be accompanied by a significant expansion to the building to accommodate 15 resident bedrooms, activity spaces for the residents, and an owner/operator's suite. Most living areas, including

all bedrooms, the primary kitchen, and dining areas are proposed for the upper “main” floor, at the Siggelkow Road frontage level. The lower level includes additional bedrooms, office space, mechanicals and storage areas, as well as two vehicle garages. The garages will be accessed by vehicles via a driveway on Freese Lane, enabling patients and visitors to enter directly into the building from this lower level. The front-loaded garage and driveway will be removed as part of the proposed project. Walkways connecting the Siggelkow Road sidewalk will be added to serve the two front doors and the existing deck at the center of the proposed front façade. An elevator and two stairwells connect the two levels.

The additions to the building will change the appearance from a conventional single-family house to a much larger structure. The total area of the building is proposed to be approximately 8,800 square feet. The width of the structure along Siggelkow Road is increasing from 79’0” to 138’ 6” and the depth from 56’0” to 61’0”.

The applicant intends to begin construction in late fall 2019 with completion by fall 2020.

Analysis and Conclusion

Conditional Use Standards

This proposal is subject to the standards for Conditional Uses [M.G.O. §28.183] as M.G.O. §28.032(1) lists *community living arrangements of 9-15 residents* as conditional uses in the Traditional Residential - Consistent 1 (TR-C1) District. In regards to the approval standards, the Plan Commission shall not approve a conditional use without due consideration of the City’s adopted plan recommendations, design guidelines, and finding that all of the conditional use standards of M.G.O. §28.183(6) are met. The [Comprehensive Plan](#) (2018) recommends the Low Residential land use for this property. The Low Residential land use designation includes single-, two-family, and “house-like” development, in addition to some civic uses, at heights of two stories or less and densities less than fifteen dwelling units per acre. The [Marsh Road Neighborhood Development Plan](#) (1999) recommends Housing Mix 1 for this property, which is a low-density residential district with densities less than eight dwelling units per acre. The property in question already houses an Adult Family Home. The Planning Division anticipates that if well-managed, the proposed expansion and conversion from Adult Family Home to Community Living Arrangement will not result in significant impacts to the surrounding properties, especially along a minor arterial roadway and next to a daycare with a capacity of 54 children. Staff is unaware of any previous issues with the existing adult family home.

Supplemental Regulations

M.G.O. 28.151 contains further regulation for Community Living Arrangements (CLA). No new community living arrangements may be located within 2,500 feet of an existing CLA, nor may the total capacity of all CLAs within an aldermanic district exceed one percent of the population of the district, unless approved as a conditional use. The bulk requirements for multi-family uses in this zoning district apply in this case. The community living arrangement must also have the necessary state licensure or permit; the loss of any state license or permit shall result in an automatic revocation of the conditional use approval. No CLAs in Madison are within 2,500 feet of the subject property and the total population served by this CLA and the two other existing CLAs in Aldermanic District 16 is less than the one-percent cap of approximately 125 persons. Staff believes all applicable supplemental regulations are met.

Plat Requirements

Staff notes agency condition of approval #16, from the Engineering Division Mapping Office. The proposed building lies within a 40-foot building setback set forth within the plat of Twin Oaks, approved and recorded in 2003. This 40-foot setback appears to be established for purposes of noise and vibration remediation along Siggelkow Road. The plats of Liberty Place to the west and Siggel Grove to the east also include the 40-foot building

setback along Siggelkow Road. These plats developed within the city of Madison to the east and west dedicated 48 feet for Siggelkow Right of way, while Twin Oaks dedicated 60 feet of right of way. This has resulted in residential developments to the west that are essentially 12 feet closer to the actual roadway than would be allowed in Twin Oaks with the 40 foot setback requirement. The Engineering and Planning Divisions would support a setback reduction for this proposal from 40 feet to 28 feet, essentially matching the development pattern of other plats and residential development along Siggelkow Road. Staff believe this to be a logical and consistent solution. Engineering Division – Mapping Office staff recommend the partial release of the northerly 12 feet of the platted setback resulting in a required 28 foot setback, rather than 40 feet while maintaining a consistent roadway-to-development distance to the east and west within the Madison portions of Siggelkow Road. A portion of the existing building that is not proposed to be altered already lies within the 28 foot setback area. This portion of the building is intended to remain, but all new portions of the proposal will be required to be constructed outside of the setback area. The applicant must provide a legal description and map exhibit of the portion of the setback approved to be released to the Engineering Division Mapping Office along with the required administrative fee. A Real Estate project will then be established to administer, execute and partially release the setback area.

Conclusion

Staff believes that as the issue regarding the building setback along Siggelkow Road is being resolved, the proposed community living arrangement can be found to meet the Conditional Use Approval Standards and recommends that it be approved. If approved, the Plan Commission retains continuing jurisdiction over this conditional use, meaning that should complaints be filed, the Plan Commission could take further action on this conditional use as allowed in MGO Section 28.183(9)(d).

At the time of report writing, Staff is unaware of any comments from the public.

Recommendation

Planning Division Recommendation (Contact Colin Punt, (608) 243-0455)

The Planning Division recommends that the Plan Commission find that the approval standards for Conditional Uses are met and **approve** the request to allow conversion of a four-resident adult facility home to a 15-resident Community Living Arrangement at a property zoned TR-C1 (Traditional Residential - Consistent 1 District) at 5210 Siggelkow Road. This request is subject to the input at the public hearing and the conditions recommended by the reviewing agencies.

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

Zoning (Contact Jacob Moskowitz, 266-4560)

1. Provide a calculation and plan detail for lot coverage with the final submittal. The lot coverage maximum is 50%. Lot coverage is defined as the total area of all buildings, measured at grade, all accessory structures including patios, etc., and all paved areas as a percentage of the total area of the lot, with the following exceptions: sidewalks or paved paths no wider than five (5) feet, pervious pavement, green roofs, and decks.
2. Bicycle parking for the project shall comply with the requirements of Sections 28.141(4)(g) and 28.141(11). Provide a minimum of 6 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 one hundred (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.

Engineering Division (Contact Brenda Stanley, 261-9127)

3. 4.9zz Discharge from the stormwater management area must be directed to Freese land, which may be accomplished with a sidewalk flume. No discharge will be allowed from the stormwater management area to the properties to the north.
4. 4.9zz More information is needed for the internal patio / deck area. The building must be protected from receiving runoff up through the 24-hr, 100-yr design storm. If this is/are an enclosed depression(s) to be served by a gravity system provide calculations stamped by a Wisconsin P.E. that show inlet and pipe capacities meet this requirement. If the enclosed depression(s) is/are to be served by a pump system provide pump sizing calculations stamped by a Wisconsin P.E. or licensed Plumber that show this requirement has been met.
5. 4.9zz This site is in an area known to flood, as a result, the applicant shall:
 - a) Reduce peak runoff rates from the site by 15% compared to existing conditions during a 10-year design storm.
 - b) Reduce runoff volumes from the site by 5% compared to existing conditions during a 10-year design storm.
 - c) The required rate and volume reductions shall be completed, using green infrastructure that captures at least the first 1/2 inch of rainfall.
6. 4.0 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.
7. 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges. (POLICY)
8. 4.13 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 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
 - i) Street names
 - j) Private on-site sanitary sewer utilities (including all connections to public sanitary)
 - k) 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.

NOTE: Email 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.

9. 4.14 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 ttroester@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).
10. 4.15 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))
11. 4.21 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 Daniel Olivares at DAOlivares@cityofmadison.com final document and fee should be submitted to City
12. 4.6 For Commercial sites < 1 acre in disturbance the City of Madison is an approved agent of the Department of Commerce and WDNR. As this project is on a site with disturbance area less than one (1) acres, and contains a commercial building, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required. (NOTIFICATION)

13. 4.9g 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.
14. 3.7 The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. (MGO 16.23(9)(d)(6)) This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
15. Revise the site plan 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)

Engineering Division – Mapping Office (Contact Jeff Quamme, 266-4097)

16. The proposed building lies within a 40' building setback set forth by the plat of Twin Oaks. Engineering recommends the partial release of the northerly 12' of the platted setback resulting in a required 28 foot setback. Except allowing for the portion of the existing building that is nearer than 28' from the right of way line to be permitted to remain and the building setback line be modified accordingly as well. This would be consistent with the existing residential units within Liberty Place lying west of this site. Liberty Place dedicated 12' less in width of right of way width along Siggelkow Road than Twin Oaks. If approved, applicant shall provide a legal description and map exhibit of the portion of the setback approved to be released to Jeff Quamme (jrquamme@cityofmadison.com) along with the required administrative fee. He will set up of the Real Estate project to administer, execute and partially release the setback area.
17. The Letter of Intent states there are fifteen bedrooms. Provide to Lori Zenchenko (lzenchenko@cityofmadison.com) what/who the 4 bedrooms in the basement are for.
18. Outlot 1 that is part of this site development shall be shown and noted within the parcel.
19. The bedroom alpha numeric numbers shown on the plan are not valid for addressing. Submit a Floor Plan in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floor plan for each floor on a separate sheet for the development of a complete interior addressing plan. The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) prior to the application submittal for the final Site Plan Approval with Zoning. The approved Addressing Plan shall be included in the final application. For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Address Plan shall be resubmitted to Lori Zenchenko to review addresses that may need to be changed and/or reapproved. The final revised Addressing Plan shall be submitted by the applicant to Zoning to be attached to the final filed approved site plans.
20. Due to the additions and change of driveway and change of the primary entry to the lower level, the address of the property will be changed to 4834 Freese Ln. The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.

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

21. 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; vision triangles; 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.

22. 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.
23. 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.
24. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
25. The applicant(s) shall maintain a 5 foot wide, Americans with Disabilities Act (ADA) compliant, pedestrian walkway for the duration of the project on all street frontages classified as a collector or higher. The applicant shall also maintain a 5 foot wide bicycle lane for the duration of the project on all street frontages with existing bicycle facilities. Exceptions to this requirement may be granted by Traffic Engineering on a limited term basis if and when the applicant can show a public safety concern and they also provide a clear date when the pedestrian/bicycle facilities are to be restored. All closures shall be designed by the applicant, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), to be submitted and approved by Traffic Engineering.
26. Per Section MGO 12.138 (14), this project is not eligible for residential parking permits. It is recommended that this prohibition be noted in the leases for the residential units.
27. The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
28. The applicant shall provide a clearly defined 5' 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.
29. "Stop" signs shall be installed at a height of seven (7) feet from the bottom of the sign 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.
30. Dimensions of the driveways shall be noted on the plan including the width of driveway and width of

driveway flares or curb cut.

31. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.

Parks Division (Contact Kate Kane, 261-9671)

32. Pursuant to MGO 20.08 (2)(c)2.d. the park impact fee may be reduced for multi-family dwelling units that are limited to occupancy by persons fifty-five (55) years of age or older by appropriated recorded restriction for a period of not less than thirty (30) years.
33. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project that is not exempted. This development is within the North Park -Infrastructure Impact Fee district. Please reference ID#19041 when contacting Parks about this project.

Forestry Division (Contact Brad Hofmann, 267-4908)

34. An existing inventory of trees (location, species, & DBH) and any tree removal plans (in PDF format) shall be submitted to the plans and Brad Hofmann – bhofmann@cityofmadison.com or 266-4816. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Approval and permitting of street tree removals shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan.
35. Existing street trees shall be protected. Please include the following note on the site plan: Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City Forestry (266- 4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry prior to the start of construction. Tree protection specifications can be found in section 107.13 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2018/Part1.pdf>. Any tree removals that are required for construction after the development plan is approved will require at least a 72 hour wait period before a tree removal permit can be issued by Forestry, to notify the Alder of the change in the tree plan.
36. Additional street trees are needed for this project. All street tree planting locations and trees species within the right of way shall be determined by City Forestry. Please submit a site plan (in PDF format) to Brad Hofmann – bhofmann@cityofmadison.com or (608) 266-4816. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction -

Fire Department (Contact William Sullivan, 261-9658)

37. Provide a fire alarm and a fire sprinkler system as required by the IFC.

Water Utility (Contact Adam Wiederhoeft, 266-9121)

38. Verify existing 1-IN diameter water lateral is sufficient to serve proposed development.

39. Provide Madison Water Utility with proposed WSFU count and/or proposed GPM water demand to determine if existing water meter will accommodate the proposed development.
40. 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.

Metro Transit (Contact Timothy Sobota, 261-4289)

41. The proposed condition use site is outside Metro Transit's current service area for both fixed route and complimentary paratransit trips, during portions of the week.
42. The applicant shall draft an accessible transportation policy that will be made available to residents otherwise dependent upon City public transportation services (fixed route or paratransit). This transportation management plan shall address how the applicant would provide for travel needs by residents at this site, so long as the public transportation service area funded by the City of Madison and operated by Metro Transit continues to exclude this site during portions of the week.