



PREPARED FOR THE PLAN COMMISSION

Project Address: 2501 South Stoughton Road (District 16 – Ald. Tierney)
Application Type: Demolition Permit – Final Plan Approval & Conditional Use
Legistar File ID # [62312](#)
Prepared By: Sydney Prusak, AICP, Planner
Reviewed By: Kevin Firchow, AICP, Principal Planner

Summary

Applicant & Contact: Adam Stein; Logic Design & Architecture; 802 N 109th Street; Milwaukee, WI 53226
Property Owner: 2501 S Stoughton Road, LLC (c/o Jeff Pauly); PO Box 930555; Middleton, WI 53562

Requested Action: The applicant requests approval of a demolition permit – final plan approval and a conditional use to construct a restaurant in the Industrial Limited (IL) Zoning District at 2501 S Stoughton Road.

Proposal Summary: In 2019, the Plan Commission approved a demolition permit for this property with no proposed future use. At the time of approval, a restrictive covenant was recorded requiring Plan Commission approval of the proposed alternative use of the property prior to issuance of building permits for any new construction. Now, the applicant proposes to construct a single-story 2,200 square-foot restaurant (Starbuck’s Coffee) with a vehicle access sales and service window (drive-thru).

Applicable Regulations & Standards: This proposal is subject to the standards for Demolition and Removal Permits [MGO §28.185(7)] and Conditional Uses [MGO §28.183] as MGO §28.082 lists *restaurants* as a conditional use in the Industrial Limited (IL) Zoning District.

Review Required By: Plan Commission (PC)

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the demolition and conditional use standards are met and **approve** the request to construct a restaurant with a vehicle access sales and service window at 2501 S. Stoughton Road. This recommendation is subject to input at the public hearing and the conditions recommended by the reviewing agencies.

Background Information

Parcel Location: The 39,050-square-foot (approximately 0.9-acre) subject property is located at the southwest corner of the S Stoughton Road and Pflaum Road intersection along the S Stoughton Road Service Road. The site is located within Aldermanic District 16 (Ald. Tierney) and the Madison Metropolitan School District.

Existing Conditions and Land Use: The subject site is currently vacant. In 2019, the Plan Commission approved a demolition request to raze a one-story 13,120-square foot warehouse building constructed in 1975 ([Legistar #54130](#)).

Surrounding Land Use and Zoning:

North: Commercial and service businesses zoned CC-T (Commercial Corridor-Transitional), with SE (Suburban Employment) Zoning beyond;

South: A variety of commercial businesses, zoned IL;

East: A parking lot and vacant parcel (both owned by the project applicant), zoned IL; and

West: Automobile sales and service businesses, across Stoughton Road, zoned CC-T, with residential properties zoned SR-C3 and SR-C1 (Suburban Residential – Consistent 3 & Consistent 1) beyond.

Adopted Land Use Plan: The [Comprehensive Plan \(2018\)](#) recommends Industrial uses (I) for the subject site. The [Stoughton Road Revitalization Project Plan \(2008\)](#) (SRRPP) includes the site along the southern edge of the “Grid Development Area.” According to the SRRPP, this area focuses on improved connectivity and local access with a long-term vision to build five bridges that connect both sides of Stoughton Road. SRRPP recommends that Stoughton Road gradually and incrementally transition from low-density auto-oriented retail and commercial uses that serve a specialized regional niche to uses that serve a general East Side market. The Plan references the Comprehensive Plan’s industrial land use recommendation and recommends that the buildings at the Pflaum Road and Stoughton Road intersection should be high quality with strong architectural form that can be gateways to anchor and create entrances to neighborhoods.

Zoning Summary: The property is zoned Industrial Limited (IL) District.

Requirements	Required	Proposed
Lot Area (sq. ft.)	20,000 sq. ft.	39,050 sq. ft.
Lot Width	75’	150’
Front Yard Setback	No minimum	55’
Max. Front Yard Setback	No maximum	55’
Side Yard Setback	No minimum	40’
Rear Yard Setback	30’	96’
Maximum Lot Coverage	75%	64%
Minimum Building Height	None	21’

Requirements	Required	Proposed
Number Parking Stalls	No minimum, 32 maximum	30
Accessible Stalls	2	2
Loading	Not required	None
Number Bike Parking Stalls	5% capacity = 4 stalls	2 (37)
Landscaping	Yes	Yes (38)
Lighting	Not required	Yes
Building Forms	Not required	Yes

Other Critical Zoning Items	Utility Easements
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Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.

Public Utilities and Services: This property is served by a range of urban services along the Stoughton Road Corridor, including Madison Metro Route 37, 38, & 31.

Project Description

On January 28, 2019, the Plan Commission approved a demolition permit to raze a one-story warehouse building. At the time of Plan Commission approval, the applicant did not specify a proposed future use. The warehouse has since been demolished, and now a new applicant requests final approval of the demolition permit and approval of a conditional use to construct a one-story, 2,200 square-foot restaurant (Starbuck's Coffee) with a vehicle access sales and service window (drive-thru). According to the Zoning Administrator, Starbuck's Coffee is considered a restaurant, not a coffee shop, per the Zoning Code because they prepare and serve food on site.

The proposed one-story building will front both Pflaum Road to the north and the S Stoughton Road Service Road to the west. To the top of the proposed parapet wall, the building has a height of just over 21 feet. The vehicle access sales and service window will be located on the north side of the building, with the order que starting on the east side of the building, parallel to Seiferth Road. There will be a small 410-square-foot patio for customers on the west side of the proposed building, with the parking lot on the south side of the building. In terms of site access, the applicant proposes to have site access to the S Stoughton Road Service Road and Seiferth Road. As a condition of approval from the Traffic Engineering Division, the driveway to the service road will be restricted to ingress only access.

As proposed, the building will have tan and slate neutral color tones and will be clad with a combination of fiber cement panels, brick, precast concrete, and metal accents.

Project Analysis and Conclusion

This proposal is subject to the standards for Demolition Permits [MGO §28.185] and Conditional Uses [MGO §28.183] as MGO §28.082 lists *restaurants* as a conditional use in the Industrial Limited (IL) Zoning District.

Conformance with Adopted Plans

The [Comprehensive Plan \(2018\)](#) recommends Industrial uses (I) for the subject site. According to the Plan, the Industrial designation is not intended for retail or office uses not related to an industrial use, except for limited retail goods and services provided primarily to employees and users of businesses within the area. The [Stoughton Road Revitalization Project Plan \(2008\)](#) (SRRPP) includes the site along the southern edge of the "Grid Development Area." According to the SRRPP, this area focuses on improved connectivity and local access with a long-term vision to build five bridges that connect both sides of Stoughton Road. The SRRPP recommends that Stoughton Road gradually and incrementally transition from low-density auto-oriented retail and commercial uses that serve a specialized regional niche to uses that serve a general East Side market.

The Area Plan references the Comprehensive Plan's industrial land use recommendation and recommends that the buildings at the Pflaum Road and Stoughton Road intersection be high quality with strong architectural form that can be gateways to anchor and create entrances to neighborhoods. The Plan calls for a "Gateway" building at this location, recommending a minimum three-story story building at the corner and a minimum of two stories on the remainder of the lot. Furthermore, the Plan states that existing and new buildings should face the frontage road with front doors and entries connected to new sidewalks. Surface parking is encouraged to be located behind and to the side of buildings. Lastly, new buildings in the Grid Area are recommended to be placed within ten feet of the property line and create an attractive, pedestrian-friendly frontage to reinforce the human scale. Human-scale elements may include features such as prominent windows, doors, and architectural elements.

While the proposed building meets the Industrial Limited (IL) Zoning District setback and height requirements, the proposed building does not implement all of the SRRPP's bulk recommendations, including not being two/three

stories in height nor located within 10 feet of the property line. Traffic Engineering is recommending that the applicant install a sidewalk along Pflaum Road and the S Stoughton Road Service Road and install a concrete boarding pad for the Metro bus stop zone on Pflaum Road, which achieves some of the pedestrian and human scale recommendations in the SRRPP.

Demolition Standards

While the demolition of the site's previous building has occurred, the proposed future use is before the Plan Commission. This demolition permit request is a follow-up to a previously approved demolition permit at 2501 S Stoughton Road, allowing the demolition of a 13,120-square foot warehouse building ([Legistar #54130](#)). The Plan Commission granted that approval at their January 28, 2019 meeting.

At that time, the property owner (a different party from the current applicant) did not include a proposed future use with the submittal materials. As a result, the Planning Division added the following condition of approval:

1. As a future use was not presented at the time of application, the Plan Commission requires that the alternative future use be approved by the Plan Commission prior to the issuance of permits as allowed under Section 28.175(8)(a) MGO. The property owner shall execute a restrictive covenant prior to issuance of the demolition permit, which requires Plan Commission approval of the proposed alternative use of the property prior to issuance of building permits for any new construction. The standards for approval of the proposed alternative use shall be those in contained in Section 28.185 of the Zoning Ordinance. The form of the restrictive covenant shall be approved by the Planning Division and City Attorney's Office.

In regards to reviewing the proposed alternative use, MGO §28.185(7) states that the Plan Commission must find that the use is compatible with the purpose of the demolition section and the intent and purpose of the Industrial Limited (IL) Zoning District. A copy of the IL Statement of Purpose is included in the Plan Commission materials. The demolition standards state that the Plan Commission shall consider and may give decisive weight to any relevant facts including impacts on the normal and orderly development of surrounding properties. Furthermore, the proposal should be compatible with adopted plans.

In evaluating the future use against these standards, staff believes that the establishment of a restaurant could be found compatible with the demolition statement of purpose and referenced standards. The proposed use appears to conform to all the Zoning requirements for the IL District, and staff notes that a vehicle sales and service window (drive-thru) is a permitted use in this district. Limited goods and services are included in the Comprehensive Plan's recommendations for industrial areas, especially for goods and services provided primarily to employees and users of businesses within the area. While staff anticipates that the use will serve users beyond the surrounding employment uses, there are generally few restaurants in the area and as such, staff anticipates that a proposed restaurant will be utilized by employees and patrons of the area. As noted above, the plan does not implement all of the bulk recommendations for the subject site, though staff believes that there has been limited new development in the South Stoughton Road corridor since the adoption of the SRRPP plan in 2008. While smaller in scale than what is recommended in the plan, staff believes the use fits within the existing context and could serve as a catalyst to implement the SRRPP's recommendations. Therefore, on balance, staff believes that it is possible for this proposal to meet the Demolition Approval Standards.

Conditional Use Standards

There is one conditional use before the Plan Commission, the request to establish a restaurant in the IL District. The vehicle access sales and service window (drive-thru) component of this proposal is a permitted accessory use in the IL District.

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 MGO §28.183(6) are met. Please note, recent changes to state law requires that conditional use findings must be based on "substantial evidence" that directly pertains to each standard and not based on personal preference or speculation.

On balance, the Planning Division believes that the conditional use to establish a restaurant in the IL district can be found to meet the Conditional Use Approval Standards. Approval Standard #4 states that, "The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district." Staff does not believe that the establishment of a restaurant at this location will prevent surrounding properties from developing in accordance to existing zoning.

Approval Standard #5 states, "Adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit and other necessary site improvements have been or are being provided." As a condition of approval, the Traffic Engineering Division is recommending that the applicant restrict ingress only access on their S Stoughton Road Service Road Driveway by using signage and narrowing the driveway, as they have concerns with the potential uses that this driveway could cause to the operations of the Pflaum Road – S Stoughton Road Service Road intersection. With this condition, staff believes that Approval Standard #5 can be found met.

Approval Standard #9 states, "When applying the above standards to any new construction of a building or an addition to an existing building the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district. In order to find that this standard is met, the Plan Commission may require the applicant to submit plans to the Urban Design Commission for comment and recommendation." Staff believes that the proposed building could be found compatible with the other surrounding buildings, which include primarily one-story structures with varying uses and characters. In regards to the intended character, the SRRPP recommends a larger building be developed at this corner. Considering the character of the corridor has not significantly changed in the twelve years since SRRPC Plan adoption, nor have associated improvements to Stoughton Road and surrounding street network been implemented, staff believes that it is possible for the smaller development currently proposed to be found to meet this standard.

Conclusion

On balance, staff believes that it may be possible for this proposal to meet the applicable approval standards. The Planning Division notes that this proposal does not meet all the recommendations in the [Stoughton Road Revitalization Project Plan](#), but it does conform to the Zoning requirements for the Industrial Limited (IL) District. While staff would prefer a larger gateway building ultimately be developed as recommended, staff acknowledges that there have been few changes in the overall character of this corridor since adoption of that Plan. In the event that the Commission is not able to find the standards are met, the Plan Commission shall specify its findings of fact and list the standard(s) that have not been met and the reasons such standard(s) were not met. Please note, recent changes to state law requires that conditional use findings must be based on "substantial evidence" that directly pertains to each standard and not based on personal preference or speculation.

At the time of report writing, staff received letters of support from the District Alder and the Monona East Side Business Alliance (MESBA). Those comments are available in the legislative file linked [here](#).

Recommendation

Planning Division Recommendation (Contact Sydney Prusak, sprusak@cityofmadison.com)

The Planning Division recommends that the Plan Commission find that the demolition and conditional use standards are met, then the Planning Division recommends that the Plan Commission **approve** the request to construct a restaurant with a vehicle access sales and service window at 2501 S. Stoughton Road. This recommendation is subject to input at the public hearing and the conditions recommended by the reviewing agencies.

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

Engineering Division – Main Office (Contact Brenda Stanley, (608) 231-9127)

1. Site appears to have multiple sewer laterals. One is on Seiferth Road which is planned to be reused and one is onto Pflaum Road. Unused laterals will need to be abandoned if they have not already been done so as a condition of approval.
2. Enter into a City / Developer agreement for the required infrastructure improvements. Agreement to be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact City Engineering to schedule the development and approval of the plans and the agreement. (MGO 16.23(9)c)
3. Construct sidewalk, terrace, curb and gutter and asphalt to a plan as approved by City Engineer.
4. Obtain a permanent sewer plug permit for each existing sanitary sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development. The procedures and fee schedule is available online at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14))
5. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.
6. A Storm Water Management Report and Storm Water Management Permit is required for this project. See Storm comments for report and permit specific details and requirements.
7. A Storm Water Maintenance Agreement (SWMA) is required for this project. See Storm comments for agreement specific details and requirements.
8. This site appears to disturb less than one (1) acre of land. No submittal to the WDNR, CARPC or Department of Safety and Professional Services (DSPS) is required as the City of Madison Building Inspection Department is an approved agent for DSPS.
9. Based on WDNR BRRS record #03-13-152105 WISCONSIN INDUSTRIAL TRUCK CO, the property may contain residual petroleum soil contamination. If contamination is encountered, follow all WDNR and DSPS regulations for proper handling and disposal.

10. This project will disturb 20,000 sf or more of land area and require an Erosion Control Plan. Please submit an 11" x 17" copy of an erosion control plan (pdf electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.

Demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year. The WDNR provided workbook to compute USLE rates can be found online at <https://dnr.wi.gov/topic/stormwater/publications.html>

This project will require a concrete management plan and a construction dewatering plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. If contaminated soil or groundwater conditions exist on or adjacent to this project additional WDNR, Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit. (POLICY)

This project appears to require fire system testing that can result in significant amounts of water to be discharged to the project grade. The Contractor shall coordinate this testing with the erosion control measures and notify City Engineering 608-266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.

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.

11. This redevelopment is required to reduce peak discharge during the 10-year event by 15% compared to existing conditions and total volume from the site by 5% compared to existing conditions. TSS must be reduced by 80% compared to existing or 60% off of parking areas. Oil and grease control is required.
12. Submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the Engineering Division that is to scale and represents final construction with any private storm and sanitary sewer utilities.
13. 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).

Traffic Engineering (Contact Sean Malloy, (608) 266-5987)

14. The applicant shall provide a queuing model showing the capacity for 6 vehicles from the order board and 3 additional vehicles from the service window. If the 6 vehicle requirement is not able to be met a second queuing lane may be required.
15. Note: This site has the potential to be affected by a future Wisconsin Department of Transportation project. The applicant shall submit the plan to be reviewed by the Wisconsin Department of Transportation, upon review by the Wisconsin Department of Transportation, the applicant shall submit to the City of Madison Traffic Engineering Department documentation of approval to be placed on file with Traffic Engineering.
16. The current plan shows a driveway entrance with radii tapers, the applicant shall replace these radii with standard flare tapers to provide a better pedestrian experience.

17. The applicant shall be restricted to ingress only access on their South Stoughton Road Service Road driveway using signage and narrowing of the driveway. Traffic Engineering has concerns with the potential issues that this driveway could cause to the operations of the Pflaum Road - South Stoughton Road Service Road intersection operations, specifically, the additional northbound left turns to the Pflaum Road - South Stoughton Road Service Road intersection.
18. The applicant shall dedicate Right of Way or grant a Public Sidewalk Easement for and be responsible for the construction of a minimum five (5)-foot wide sidewalk, eight (8)-foot terrace, and additional one (1) foot for maintenance along Pflaum Road and South Stoughton Road Service Road.
19. The applicant shall install sidewalk on Pflaum Road, South Stoughton Road Service Road, and Seiferth Road according to plan by a City Engineering developer's agreement.
20. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be to engineering scale 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.
21. 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.
22. 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.
23. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
24. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
25. All pedestrian walkways adjacent parking stalls shall be 7 feet wide to accommodate vehicle overhang, signage and impediments to walkway movements. Any request for variance shall be submitted to and reviewed by City Traffic Engineering.
26. 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.

27. 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.
28. "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.
29. 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.
30. 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.
31. The applicant shall work with Traffic Engineering on location of Metro bus stop and pad adjacent their site on Pflaum Road according to plan by a City Engineering developer's agreement.
32. 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.
33. Applicant shall submit for review a waste removal plan. This shall include vehicular turning movements.
34. Applicant shall submit for review a vehicular turning movement template demonstrating the use of the order board and pick-up window. All vehicle service window access aisles shall have a minimum outside turning radius of thirty (30) feet.
35. Applicant shall submit for review a Commercial Delivery Plan. This plan will include times, vehicle size, use of loading zones and all related turning movements.
36. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.

Zoning Administrator (Contact Jacob Moskowitz, (608) 266-4560)

37. Bicycle parking for the project shall comply with the requirements of Sections 28.141(4)(g) and 28.141(11). Provide a minimum of 4 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.
38. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
39. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of the Madison General Ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

Forestry (Contact Jeffrey Heinecke, (608) 266-4816)

40. An existing inventory of street trees located within the right of way shall be included on the landscape, site, demo, and utility plans. The inventory shall include the following: location, size (diameter at 4 1/2 feet), and species of existing street trees.
41. Street tree protection zone fencing is required. The fencing shall be erected before the demolition, grading or construction begins. The fence shall include the entire width of terrace and, extend at least 5 feet on both sides of the outside edge of the tree trunk. Do not remove the fencing to allow for deliveries or equipment access through the tree protection zone.
42. A replacement tree is required to be planted in the area where the street tree was remove. In this case, a Ginkgo biloba 'Princeton Sentry' is recommended. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction - All street tree planting locations and tree species within the right of way shall be determined by City Forestry. A landscape plan (in PDF format) shall be submitted City Forestry for approval of planting locations and tree species. Add following note to plan: At least one week prior to street tree planting, Contractor shall contact City Forestry at (608) 266-4816 to schedule inspection and approval of nursery tree stock and review planting specifications with the landscaper.

Water Utility (Contact Jeff Belshaw, (608) 261-9835)

43. The utility plan shows connecting a new 2 inch service to an existing 3/4 inch service. Verification is required that using the existing 3/4 inch service will provide enough flow for the proposed building.
44. The Madison Water Utility shall be notified to remove the water meter at least two working days prior to demolition. Contact the Water Utility Meter Department at (608) 266-4765 to schedule the meter removal appointment.
 45. A Water Meter Application Form and fees must be submitted before connecting to the existing water lateral. Provide at least two working days notice between the application submittal and the scheduled lateral connection/extension. Application materials are available on the Water Utility's Plumbers & Contractors website (<http://www.cityofmadison.com/water/plumbers-contractors>), otherwise they may be obtained from the Water Utility Main Office at 119 E Olin Ave. A licensed plumber signature is required on all water service applications. For new or replacement services, the property owner or authorized agent is also required to sign the application. If you have questions regarding water service applications, please contact Madison Water Utility at (608) 266-4646.

Metro Transit (Contact Tim Sobota, (608) 261-4289)

46. As identified on the plans submitted for review, the applicant shall install and maintain a concrete boarding pad surface at the Metro bus stop zone that is shown on the south side of Pflaum Road, west of Seiferth Road (#7499).

47. Metro Transit operates daily, all-day service along Pflaum Road, adjacent this property. Bus stop ID #7499 is

on the south side of Pflaum Road, west of Seiferth Road.

Engineering Division – Mapping Section (Contact Jeffrey Quamme, (608) 266-4097)

48. Upon the approval of the final location of the public sidewalk and minimum street terrace needs required by City Engineering and City Traffic Engineering Staff along the perimeter of this site, the Owner shall dedicate any required public right of way or grant a public sidewalk easement lying 1' behind the proposed public sidewalk. Upon final determination of the right of way or easement needs, provide a map exhibit, legal description tied to a quarter line and administrative fee to Jeff Quamme (jrquamme@cityofmadison.com). He will set up the City of Madison Real Estate project to administer, execute and record the final document.
49. There is a 0.5 to 1' wide strip of land shown as part of this site that appears to still be owned by the City of Madison. The strip was not included in the conveyance recorded as Document No. 2298614. (City Real Estate project 2595) Coordinate a conveyance from the City to the Owner to clear title with Jeff Quamme (jrquamme@cityofmadison.com)
50. The address of 2501 S Stoughton Rd will be retired with the demolition of the existing building. The address of the proposed building is 2503 S Stoughton Rd. 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.