



PREPARED FOR THE PLAN COMMISSION

Project Address: 5651 Tradesmen Drive
Application Type: Zoning Map Amendment and Conditional Use
Legistar File ID # [74626](#) and [74264](#)
Prepared By: Timothy M. Parks, Planning Division
Report Includes Comments from other City Agencies, as noted
Reviewed By: Kevin Firchow, Planning Division

Summary

Applicant & Property Owner: Fred Runde, All Metals Recycling; 1802 S Park Street; Madison.

Contact Person: Mike Booth, OPN Architects; 301 N Broom Street; Madison.

Requested Actions: Approval of a request to rezone 5651 Tradesmen Drive from IL (Industrial–Limited District) to IG (Industrial–General District); and approval of conditional use(s) for a junkyard.

Proposal Summary: The applicant and property owner is requesting zoning approvals to develop a metal recycling facility at 5651 Tradesmen Drive on Lot 3 of the Replat of Tradesmen Commerce Park. Construction of the project will commence in spring 2024, with completion anticipated by fall 2024. If approved and constructed, All Metals plans to relocate its current facility from 1802 S Park Street to the subject site. The City and All Metals are currently in discussions for the current site to be acquired by the City for redevelopment.

Applicable Regulations & Standards: The Zoning Code defines a junkyard as “an open area where waste or scrap materials are bought, sold, exchanged, stored, baled, packed, disassembled or handled, including, but not limited to, scrap iron and other metals, paper, rags, rubber tires, bottles and unlicensed or inoperable motor vehicles and parts thereof. A junkyard includes an automobile wrecking or dismantling yard, but does not include uses established entirely within enclosed buildings.” Junkyards are a conditional use in the proposed IG (Industrial–General District) zoning district. Section 28.182 of the Zoning Code provides the process for zoning map amendments. Section 28.183 provides the process and standards for the approval of conditional use permits.

Review Required By: Plan Commission and Common Council.

Summary Recommendation: The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00601, rezoning 5651 Tradesmen Drive from IL to IG, to the Common Council with a recommendation of **approval**; and find the standards for conditional uses are met to **approve** a junkyard on the site subject to input at the public hearing and the conditions from reviewing agencies beginning on **page 7**.

Background Information

Parcel Location: A 14.75-acre site located on the south side of Tradesmen Drive approximately a quarter-mile east of Marsh Road; Alder District 16 (Currie); Madison Metropolitan School District.

Existing Conditions and Land Use: Undeveloped land, zoned IL (Industrial–Limited District).

Surrounding Land Uses and Zoning:

North: Pellitteri Waste Systems transfer station and undeveloped lots in the Marsh Road Industrial Subdivision and Tradesmen Commerce Park subdivisions, zoned IL (Industrial–Limited District);

South: Wingra Stone – Kampmeier Quarry in the Town of Blooming Grove; residential development in the April Hill subdivision in the Town of Blooming Grove and in the Siggel-Grove and Quinn Ranch subdivisions in the City, primarily zoned SR-C2 (Suburban Residential–Consistent 2 District);

West: AppleWood Self Storage, undeveloped lots in the Tradesmen Commerce Park subdivision, zoned IL; single-family residences along Marsh Road in the Town of Blooming Grove;

East: Undeveloped land, zoned IL and CN (Conservancy District); single-family residences in the Secret Places at Sigglekow Preserve subdivision, zoned TR-C3 (Traditional Residential–Consistent 3 District); Interstate 39/90.

Adopted Land Use Plans: The 2018 Comprehensive Plan recommends the subject site and lands to the north for Industrial (I) uses. The adjacent quarry and residential developments to the southeast are recommended for Low Residential (LR).

The subject site and the lands located to the north are recommended in the 1999 Marsh Road Neighborhood Development Plan for industrial uses. The lands generally to the south and east of the proposed plat are recommended for residential development at varying densities, including the adjacent Kampmeier Quarry and lands owned by Wingra Stone, which are recommended for future residential development once quarrying of the land ends in the future. Lands east of the Tradesmen Commerce Park plat are recommended for park, drainage, and open space.

Zoning Summary: The project will be developed in the IG (industrial–General) district.

Requirements	Required	Proposed
Lot Area	10,000 sq. ft.	642, 620 sq. ft.
Lot Width	65'	365'
Minimum Front Yard Setback	None	255.0'
Maximum Front Yard Setback	None	
Side Yard Setback	None	100' north 108' south
Rear Yard	None	405'
Maximum Lot Coverage	75%	55.7%
Maximum Building Height	None	31.33'
Auto Parking	No minimum	36
Accessible Stalls	2	2
Bike Parking	To be determined by Zoning	10
Loading	None	0
Building Forms	Industrial Building	Will comply
Other Critical Zoning Items		
Yes:	Utility Easements	
No:	Urban Design, Wellhead Protection, Landmarks, Waterfront Development, Adjacent to Park, Barrier Free, Floodplain, Wetlands	
<i>Prepared by: Jacob Moskowitz, Assistant Zoning Administrator</i>		

Additional Zoning Note: In the IG district, outdoor processing, storage or loading shall be 100 feet from a residential district boundary.

Environmental Corridor Status: Existing Outlot 3 and the lands between it and the interstate are located in a mapped environmental corridor due to the presence of wetlands, floodway, and floodplain.

Public Utilities and Services: The site is served by a full range of urban services, including seven-day Metro Transit service along Marsh Road.

Previous Approvals

On January 8, 2008, the Common Council approved a request to rezone 90.6 acres located at 4131 Marsh Road from Temporary M1 (Limited Manufacturing District) to M1, W (Wetlands District) and A (Agriculture District) [1966 Zoning Code], and approved the preliminary plat of *Tradesmen Industrial Park*, creating 22 lots for industrial development, two outlots for public stormwater management and open space, and one outlot for future development. On March 18, 2008, the Common Council approved the final plat of the *Tradesmen Commerce Park*, creating 10 industrial lots and three outlots. The final plat was recorded on April 7, 2008.

On December 7, 2021, the Common Council approved a request to rezone land generally addressed as 3953-4051 Kipp Street from Temporary A (Agricultural District), CN (Conservancy District), and IL (industrial–Limited District) to CN and IL; and approved the preliminary plat and final plat of *Replat of Tradesmen Commerce Park*, creating four lots for future industrial development, re-creating an outlot for public stormwater management, and creating one outlot for private stormwater management. The final plat was recorded on June 30, 2022.

Project Description

All Metals Recycling is requesting approval of a request to rezone a 14.75-acre lot in the Tradesmen Commerce Park development from IL to IG and approval of a conditional use for a junkyard to allow their metal recycling facility to relocate to the subject site from its long-established location at 1802 S Park Street.

The subject site is located on the southerly side of Tradesmen Drive as it curves to the north to become Kipp Street, approximately a quarter-mile east of Marsh Road. The property, Lot 3 of the Replat of Tradesmen Commerce Park, is characterized by a variety of notable topographical features, including a high-pressure gas main that forms the easterly side property line of the site, which is located in a 50-foot wide easement centered on the main. A second high-pressure gas main extends east-west in a 30-foot wide easement located along the southern property line of the site and Tradesmen Commerce Park subdivision. The southern property line is also characterized by steep grades that continue off the site onto the adjacent Kampmeier Quarry that borders the site and Tradesmen subdivision. The subject site is deeper and more atypically configured than the other lots in the Tradesmen development due in part to the curvature of Kipp Street to the north and the hard edge on the easterly side caused by the gas line.

Plans for the new facility call for a 53,981 square-foot building to extend north-south through the center of the lot. The building will consist of approximately 3,600 square feet of office space closest to the street and a 50,000 square-foot warehouse. A floorplan and elevations of the proposed building are included in the project plans attached to the conditional use request. Parking for 36 passenger automobiles will be located between the northerly front wall and Tradesmen Drive, with parking for nine large vehicles and trailers to also be located

between the building and street. Access to the site will be provided by a single driveway at the northwesterly corner of the site. Traffic accessing the facility will circulate the site and building in a counterclockwise fashion, with a weigh station proposed west of the building, and a customer entrance located along the western side wall corresponding to a customer building exit on the eastern side. A paved drive will encircle the building. A second weigh station will be located along the exit drive north of the building (vehicles are weighed upon entry and again upon exit, with the difference reflecting the amount of metal materials deposited at the facility).

South of the building, the plans show an approximately 223,000 square-foot open recycling yard occupying most of the southern half of the site. Grading plans for the project call for the recycling yard to be located below retaining walls that will extend along most of the southern and eastern property lines, which will vary in height from 3 feet to over 18 feet of height at different points. A wet stormwater detention pond will be located in the southeastern corner of the site, which will have a screening fence of unknown height surrounding it and connecting the southern and eastern retaining walls. A six-foot tall berm will be installed along the westerly side property line to screen the yard and limit visibility of the open recycling yard from the west. Staff is requesting that additional information on the western berm and security and screening fences be provided on the final plans prior to issuance of building permits for the new facility.

According to the applicant, All Metals is a metal recycling center and salvage yard for residential, commercial, and industrial users, including accepting motor vehicles for salvage. Services offered include dumpster rentals and towing of junk autos to the site for salvaging. All Metals also has specialized equipment that can collect large amounts of metal off-site for recycling at their facility. Hours of operation for the proposed facility will be 7:00 AM–4:00 PM, Monday through Friday and 8:00–11:30 AM on Saturday, during which time the public can drop materials off for recycling.

Analysis

The applicant is requesting approval of a zoning map amendment to rezone the 14.75-acre parcel from IL to IG to facilitate development of the site with a junkyard. The Zoning Code defines a junkyard as “an open area where waste or scrap materials are bought, sold, exchanged, stored, baled, packed, disassembled or handled, including, but not limited to, scrap iron and other metals, paper, rags, rubber tires, bottles and unlicensed or inoperable motor vehicles and parts thereof. A junkyard includes an automobile wrecking or dismantling yard, but does not include uses established entirely within enclosed buildings.” Junkyards are a conditional use in the proposed IG (Industrial–General District) zoning district; IG is the only conventional zoning district in the City where a junkyard is an allowed use.

Consistency with Adopted Plans

In order to approve the zoning map amendment, the Common Council shall find that the zoning map amendment is *consistent with* the City’s Comprehensive Plan as required by Section 66.1001(3) of Wisconsin Statutes. “Consistent with” is defined as “furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan.”

The 2018 Comprehensive Plan recommends the subject site and most of the Tradesmen Commerce Park development for Industrial (I), with the remaining lands in Tradesmen identified for open space and stormwater uses reflecting the various environmental constraints on the eastern side of the subdivision (floodplain, wetlands, navigable waters).

According to the Comprehensive Plan, Industrial areas should accommodate manufacturing, wholesaling, storage and distribution, transportation, repair/ maintenance, and utility uses. The designation may also be used for landfills and gravel or mineral extraction activities. Industrial areas can include “nuisance” uses that should not be located in proximity to residential, mixed-use, or some other types of non-residential uses due to noise, odor, appearance, traffic, or other impacts. Industrial areas generally have a relatively smaller workforce, an emphasis on truck or rail traffic, and other characteristics such as outdoor work areas and outdoor equipment and materials storage. Uses in Industrial areas should be well-buffered and screened from adjacent land uses that may not be compatible and parking/storage areas should be screened from public streets. Buildings and site improvements in Industrial areas may be more simple and vehicle-oriented than in other land use categories.

Lands to the south of the subject site and Tradesmen Commerce Park are recommended for Low Residential (LR), including the adjacent Kampmeier Quarry.

The subject site and adjacent properties to the north and northwest are similarly recommended for industrial development in the Marsh Road Neighborhood Development Plan, while lands to the south, including the adjacent quarry, are recommended for future residential uses at densities primarily below 15 units an acre. While the neighborhood development plan leaves open the potential for some or all of the quarry to pivot to industrial uses once mineral extraction activities end, the plan indicates that low-density residential uses would be compatible with the rest of the planning area, and that a residential designation “is intended to promote an awareness that if a change to a non-residential use should ultimately be proposed, efforts to ensure the integrity of adjacent residential uses will be given proper consideration.” The neighborhood development plan concludes that the land use pattern for the quarry should be further studied as a reclamation plan is being developed.

Lands recommended for future industrial use in the Marsh Road Neighborhood Development Plan are recommended for light industrial and assembly uses, with heavy industrial, office, and commercial uses are generally discouraged. Treatment of areas where existing and proposed industrial and residential areas meet are recommended to consist of a combination of natural areas and buffer strips on the industrial parcels. Any new use in the proposed industrial area is recommended to provide adequate screening for existing or proposed residential uses located within the industrial area or adjacent to it. The neighborhood development plan also recommends that development in the areas recommended for industrial development occur in the former SM–Specific Manufacturing District in the 1966 Zoning Code, which eliminated most or all of the non-industrial uses in the former M1–Limited Manufacturing District in the 1966 code while providing design standards for new development that would be enforced by subdivision covenants and restrictions approved by the City but enforced by private associations.

In reviewing the request to rezone the subject site to IG to facilitate development of a junkyard, the Planning Division believes that the Plan Commission may find that the rezoning is generally consistent with the recommendations for Industrial areas in the Comprehensive Plan and Marsh Road Neighborhood Development Plan.

As noted above, lands recommended for Industrial in the Comprehensive Plan may include “nuisance” uses that should not be located in proximity to residential, mixed-use, or some other types of non-residential uses due to noise, odor, appearance, traffic, or other impacts. The nearest residential use to the subject site is approximately 1,000 feet to the southeast in the Secret Places at Siggelkow Preserve subdivision on the other side of the Kampmeier Quarry, with most of the residential development in the neighborhood located more than a quarter-mile away from the site to the south and west. While a junkyard is an intensive use that could be seen by some as more of a nuisance use than many of the other uses established in the industrial portions of the Marsh Road

neighborhood, staff feels that—if well managed—the junkyard should be no more impactful than the other industrial uses in the area that also generate noise, odor, or traffic, including a Pellitteri Waste Systems transfer station located north of the site across Tradesmen Drive. [The Pellitteri facility is a conditional use for a waste transfer station in IL zoning.] The proposed All Metals Recycling facility is well-designed, including the proposed use of a combination of berming, retaining walls, and fencing to reduce the potential visual and aural impacts generated by activities on the site.

Staff believes that the IG zoning and proposed junkyard use can fit within the Marsh Road area despite the Marsh Road Neighborhood Development Plan's emphasis on less intensive industrial uses. While most of the land use decisions within a planning area should be consistent with the goals, objectives, and recommendations in the applicable sub-area plan, unique circumstances can arise from time to time, which cause special consideration to be given. Although the proposed junkyard and related zoning request appear to be more intensive than what is recommended for most of the Marsh Road planning area, staff believes that the All Metals project can be sufficiently well-integrated into the planned industrial area.

Consideration of the Conditional Use Standards

Similarly, the Plan Commission may not approve an application for a conditional use unless it can find that all of the standards found in Section 28.183(6)(a), Approval Standards for Conditional Uses, are met. That section states: "The City Plan Commission shall not approve a conditional use without due consideration of the recommendations in the City of Madison Comprehensive Plan and any applicable, neighborhood, neighborhood development, or special area plan, including design guidelines adopted as supplements to these plans. No application for a conditional use shall be granted by the Plan Commission unless it finds that all of the [standards for approval in Section 28.183(6) are met]."

The Planning Division believes that the Plan Commission may find that the proposed junkyard meets the applicable standards for conditional use approval subject to the conditions. The uses, values and enjoyment of other property in the neighborhood for purposes already established should not be substantially impaired or diminished in any foreseeable manner by the project. Comments submitted by agencies do not suggest that the proposed use will negatively impact the City's ability to provide services to the project subject to meeting the recommended conditions of approval in the final section of this report.

Conclusion

The applicant is requesting approval of a zoning map amendment and conditional use to allow a 14.75-acre property at 5651 Tradesmen Drive in the Tradesmen Commerce Park to be developed with a relocated facility for All Metals Recycling, which is classified as a junkyard by the Zoning Code. The Planning Division believes that the Plan Commission may find that proposed rezoning to IG zoning and conditional use for a junkyard are generally consistent with the industrial uses recommended for the site despite potentially being a more intensive zoning district and land use than was recommended for the site by the neighborhood development plan, and that the conditional use standards can be met subject to conditions.

Recommendation

Planning Division Recommendation (Timothy M. Parks, (608) 261-9632)

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00601, rezoning 5651 Tradesmen Drive from IL to IG, to the Common Council with a recommendation of **approval**; and find the standards for conditional uses are met to **approve** a junkyard on the subject site subject to input at the public hearing and the following conditions:

Planning Division

1. Revise the plans to clarify the location of the proposed security fence; the submitted plans show a security fence between the western wall of the building and westerly side property line on all sheets, while security fence is not consistently shown between the eastern wall of the building and easterly property line on all plan sheets. Show the security fence consistently on all sheets. Provide a section and details of all of the fencing to be used on the final plans, including the screening fence shown in the southeastern corner of the site. Final details of the fencing to be used shall be approved by the Planning Division prior to issuance of permits for the new facility.
2. The hours of operation for the facility shall be those in the December 8, 2022 letter of intent: 7:00 AM–4:00 PM, Monday–Friday, and 8:00 AM– 11:30 AM on Saturdays. The applicant shall clarify whether any work will occur outside the building in the open yard outside of those hours. Additional hours of operation, and exterior work outside the aforementioned hours, may be approved as a minor alteration to the conditional use by the Director of the Planning Division following a recommendation by the district alder.
3. Provide a detailed grading detail plan similar to sheets C301 and C302 that covers the southeastern portion of the site, including the wet pond and remainder of the easterly retaining wall.
4. Provide cross-sections of the proposed screening berm at three locations along the western property line for staff approval on the final plans.

City Engineering Division (Contact Tim Troester, (608) 267-1995)

5. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder ((608) 261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
6. The applicant shall connect to or extend public storm sewer connecting directly to a public storm structure that is either in the public sidewalk or terrace area, or inlet at the curb on the side of the street, adjacent to the development. Any storm lateral extension crossing any lanes of traffic or running longitudinally within a public street right of way for over 20ft, in order to connect to the public system, shall be considered a private storm sewer lateral and will require an approved and recorded privilege in streets agreement.
7. Obtain a permit to excavate in the right-of-way for completing the improvements in the public right-of-way. The permit application is available on the City Engineering Division website. As a condition of the permit, a deposit to cover estimated City expenses will be required.

8. 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.
9. An Erosion Control Permit is required for this project.
10. A Storm Water Management Report and Storm Water Management Permit is required for this project.
11. A Storm Water Maintenance Agreement (SWMA) is required for this project. See Storm comments for agreement specific details and requirements.
12. 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 NR-216 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. The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPS), and no separate submittal to this agency or Capital Area Regional Planning Commission (CARPC) is required for this project to proceed.
13. 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.
14. Revise the plans to show a proposed private internal drainage system on the site. Include the depths and locations of structures and the type of pipe to be used.
15. This project will disturb 20,000 square feet 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.
16. 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.
17. Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by MGO Chapter 37.
18. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Storm Water Management Plan & Report shall include compliance with the following:

Submit prior to plan sign-off, a stormwater management report stamped by a PE registered in the State of Wisconsin.

Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. 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 to City Engineering.

Detain the 2-, 5-, 10-, 100-, and 200-year storm events, matching post development rates to predevelopment rates and using the design storms identified in MGO Chapter 37.

Provide infiltration of 90% of the pre-development infiltration volume.

Reduce TSS by 80% (control the 5-micron particle) off of newly developed areas compared to no controls.

Treat the first half-inch of runoff over the proposed parking facility and/or drive up window.

The applicant shall demonstrate that water can leave the site and reach the public ROW without impacting structures during a 100-year event storm. This analysis shall include reviewing overflow elevations and unintended storage occurring on site when the storm system has reached capacity.

Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any best management practices (BMP) used to meet stormwater management requirements on this project.

19. 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).

City Engineering Division – Mapping Section (Contact Julius Smith, (608) 264-9276)

20. Provide for review the offsite private storm water drainage easement and agreement for the proposed pond overflow at the southeast corner of the parcel over Outlot 2 of CSM 15489 required to serve this site development as proposed. prior to final sign off. The document(s) shall also be executed and recorded recording and prior to sign off and building permit issuance.

21. Coordinate and request from the utility companies serving this area the easements required to serve this development.

22. Proposed site plan shows improvements outside and grading work outside of the subject parcel and address along the westerly limits. There is grading proposed within the 16-foot wide private storm drainage easement and a retaining wall within the limits of this easement and the adjacent Lot 2 of Replat of Tradesmen Commerce Park. Provide for review, comprehensive agreements/permission that are necessary to accomplish the grading between the parties/owners having interest in the easement. Additionally, remove the portion the retaining wall within the easement and adjacent Lot 2, unless similar agreements/permissions are provided and the easement holders/parties/owners agree to allow the structure. Provide these agreements/permissions to allow site development as proposed prior to final sign off.

23. Confirm with Utility owners that over-story trees as shown as various species of Oak tree plantings in landscape plans will be allowed in either 50-foot gas pipeline easement per Document Nos. 785035, 7805036 and 3971650 and Koch Pipeline Easement per Document Nos. 20110505, 2231689 and 4759810. Provide confirmation prior to signoff.

24. The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage,

existing and proposed utility locations and landscaping. Confirm and verify location of public-/city-owned utilities shown on site plan. Locations of various laterals differ from those on City records.

25. Provide a full and complete legal description of the site or property being subjected to this application on the site plan.

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

26. 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.
27. 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.
28. 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.
29. All parking facility design shall conform to MGO Section 10.08(6).
30. All bicycle parking adjacent pedestrian walkways shall have a 2-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
31. 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.
32. The applicant shall provide a clearly defined 5-foot walkway from the front door to the public right of way 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.
33. "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.
34. 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.

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

35. 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 10,000 square feet in size must be prepared by a registered landscape architect.
36. Lighting is not required. However, if it is provided, it must comply with MGO Section 10.085 outdoor lighting standards. Provide an exterior lighting plan and fixture cut sheets with the final plan submittal.
37. Provide revised elevations demonstrating compliance with Section 28.129, Bird-Safe Glass Requirements. Provide a detail of the glass treatment to be used.
38. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31 Sign Codes. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

Fire Department (Contact Bill Sullivan, (608) 261-9658)

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

Parks Division (Contact Kathleen Kane, (608) 261-9671)

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

Forestry Division (Contact Jeffrey Heinecke, (608) 266-4890)

39. As defined by MGO Section 10.10, City Forestry will assess the full cost of the street tree installation to the adjacent property owner. City Forestry will determine street tree planting sites and tree species type. Street tree planting will be scheduled after there is substantial completion of the new plat development along the street segment.

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

40. 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 Avenue. 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)

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