



PREPARED FOR THE PLAN COMMISSION

Project Address: 3520-3546 E. Washington Ave. (15th Aldermanic District, Alder Ahrens)
Application Type: Demolition, Conditional Use, and Rezoning
Legistar File ID #: [38734](#) and [39891](#)
Prepared By: City of Madison Planning Division
 Report Includes Comments from other City Agencies, as noted
Project Manager: Heather Stouder, AICP

Summary

Applicant/Project Contact: Tate Walker; OPN Architects; 301 N. Broom St., Ste 100; Madison, WI, 53703

Property Owner: Mike Arnold; PDQ Food Stores; PO Box 620997; Middleton, WI, 53562

Requested Action: Approval of a demolition of a vacant restaurant building and a conditional use for a convenience store with fuel sales in the Commercial Corridor Transitional (CC-T) District.

Proposal Summary: The applicant proposes to demolish a vacant 10,400 square foot restaurant building for construction of a 6,120 square foot convenience store with fuel sales and a car wash. The Certified Survey Map associated with the revised submittal also creates a new property along the south side of Ridgeway Avenue for future residential development. In conjunction with this proposal, staff is recommending the rezoning of this new property to the TR-C3 District.

Applicable Regulations & Standards: This proposal is subject to the standards for demolitions (MGO Section 28.185), conditional uses (MGO Section 28.183(6)), and zoning map amendments (MGO Section 28.182).

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

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the standards for zoning map amendments, demolition, and conditional uses can be met and forward to the Common Council a recommendation to **approve** the request at 3520-3546 East Washington Avenue, subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Background Information

Parcel Location: The subject property is located on the northwest corner of East Washington Avenue and Schmedeman Avenue; Urban Design District 5; Aldermanic District 15 (Ahrens); Madison Metropolitan School District.

Existing Conditions and Land Use: The 80,521 square foot property has a 10,400 square foot, one-story building constructed in 1950. The brick building is in fair condition, and is surrounded by a surface parking lot.

Surrounding Land Use and Zoning:

North: Across Ridgeway Avenue, single-family homes in the Traditional Residential – Varied 1 (TR-V1) District.

East: Across Schmedeman Avenue to the east, an adult entertainment establishment (“Visions”), an auto sales building along East Washington Avenue in the CC-T District and single- and two-family homes along Ridgeway Avenue in the TR-V1 District.

South: Across East Washington Avenue to the south, a gas station and other one-story commercial buildings in the CC-T District.

West: The Wisconsin Physical Therapy Association and a small restaurant building in the CC-T District, and single-family homes in the Traditional Residential – Consistent 4 (TR-C4) District.

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends Neighborhood Mixed-Use for the subject property, along with the houses surrounding it to the west, north, and east. The Carpenter–Hawthorne–Ridgeway–Sycamore–Truax Neighborhood Plan (2001) does not have a more specific recommendation for this specific site, but does recommend multi-family residential redevelopment on the properties just east of Schmedeman Avenue.

Zoning Summary: This property is in the Commercial Corridor Transitional (CC-T) District.

Requirements	Required	Proposed
Max. Front Yard Setback	100' max	10'
Side Yard Setback	5', if abutting residentially zoned lots	West side – 28.7' East side – 10'
Rear Yard Setback	20'	Adequate
Maximum Lot Coverage	85%	Adequate
Maximum Building Height	5 stories/ 68'	1 story

Site Design	Required	Proposed
Number Parking Stalls- Maximum	Auto convenience store – 1 per 500 sq. ft. of floor area (12)	17
Accessible Stalls	Yes	1
Loading	No	No
Number Bike Parking Stalls	Auto convenience store – 1 per 1,000 sq. ft. floor area (6)	6
Landscaping and Screening	Yes	Yes
Lighting	Yes	Yes
Building Forms	Yes	Yes (Free-Standing Commercial Bldg)

Other Critical Zoning Items: Urban Design District 5, Barrier Free (ILHR 69), and Utility Easements

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

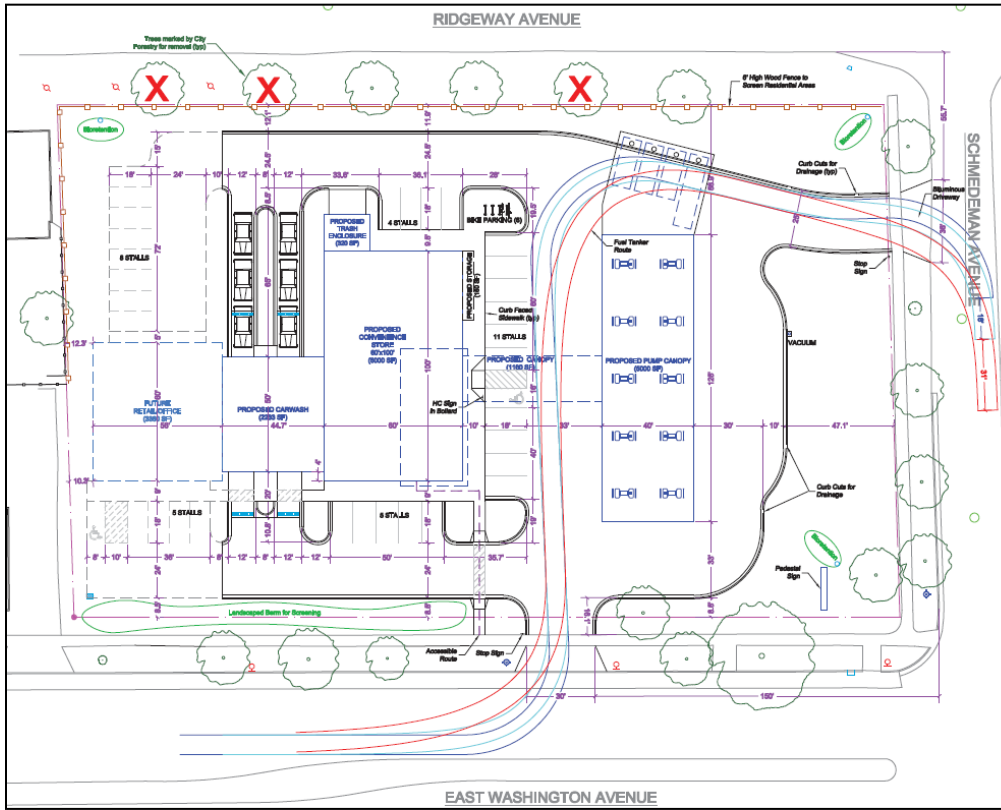
Public Utilities and Services: This property is served by a full range of urban services, including Metro Transit Routes running along East Washington Avenue.

Summary of Revisions

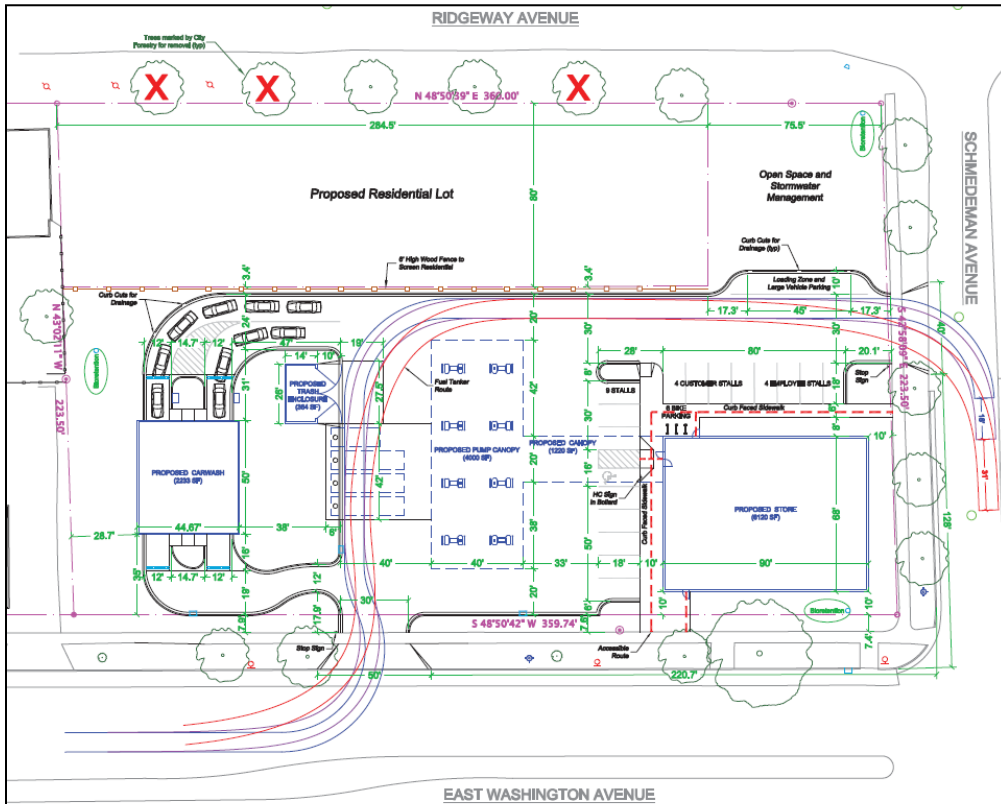
Since this proposal was referred by the Urban Design Commission on July 15, 2015, the applicant has made significant adjustments to the plan as follows (see next page for a comparison):

- The entire program for the site has been shifted toward East Washington Avenue in order to preserve an 80-foot deep strip of land for future residential development along Ridgeway Avenue. In conjunction with this proposal, Alder Ahrens has sponsored a rezoning of the newly created property to Traditional Residential – Consistent 3 (TR-C3), which will allow for the creation of lots for single-family homes at some point in the future. No development is proposed in this area at this time.
- The convenience store building has been shifted to the southeast corner of the site, with an entrance facing East Washington Avenue, and the fuel sales canopy is now in the central portion of the site.
- The increased efficiency in the use of the property and site plan changes result in a reduction in surface parking from a total of 35 potential stalls to 17 stalls.
- The entrance driveway off of Schmedeman has been shifted slightly to the south, allowing the preservation of an additional large street tree.

July, 2015 Site Plan



September, 2016 REVISED Site Plan



Analysis and Conclusion

The proposed convenience store with fuel sales is still not entirely consistent with the Comprehensive Plan recommendations for Neighborhood Mixed-Use (NMU) areas, as mentioned in the July 15, 2015 staff report to the Urban Design Commission (enclosed for reference).

The revised plans result in a much more efficient use of the property, allowing for future low density residential development to the north along Ridgeway Avenue. In conjunction with this proposal, the 80-foot deep swath of land along Ridgeway is recommended to be rezoned to TR-C3, which allows for single-family homes on small lots. A future property owner may seek to subdivide the property for the development of single-family homes in the TR-C3 District or seek a rezoning of the property to allow for a slightly more intense residential use, such as attached townhomes. In any case, if and when this property is developed, low-density residential development will be much more consistent with the existing residential properties along the opposite side of Ridgeway Avenue. Staff supports the rezoning of this portion of the property from CC-T to TR-C3.

Importantly, by moving the convenience store building to the corner of East Washington and Schmedeman and blocking direct views of the lighted fuel canopy, the revised site plan should better support multifamily residential redevelopment to the east, as recommended in the Carpenter–Hawthorne–Ridgeway–Sycamore–Truax Neighborhood Plan (2001).

Demolition and Conditional Use Standards – Staff believes that the demolition and conditional use standards can be met with the revised proposal. The July 15 staff analysis focused specifically on Conditional Use Standards 3, 4, 5, 7, and 9, and these are covered again below.

Conditional Use Standard 3: The uses, values, and enjoyment of other property in the neighborhood for purposes already established will not be substantially impaired or diminished in any foreseeable manner.

While some neighbors are still concerned with the impacts of a 24-hour gas station and convenience store, staff believes that the revised plans result in much more significant buffer area between the proposed use and nearby residential uses. Further, viable residential properties can be created immediately north of the fuel canopy and car wash area, well-screened by an 8-foot wooden fence.

Conditional Use Standard 4: 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 believes that with the increased efficiency in the use of the site and the placement of the convenience store on the corner, the revised proposal meets this standard.

Conditional Use Standard 5: 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.

Staff believes that this standard can be met, so long as conditions of approval related to bicycle parking and pedestrian connections are sufficiently addressed.

Conditional Use Standard 7: The conditional use conforms to all applicable regulations of the district in which it is located.

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

Conditional Use Standard 9: 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 recommendations.

Statement of Purpose for Commercial Corridor-Transitional (CC-T) District

The CC-T District is established to recognize the many commercial corridors within the City that remain largely auto-oriented, and to encourage their transformation into mixed-use corridors that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity. The district is also intended to:

- (a) Improve the quality of landscaping, site design and urban design along these corridors.*
- (b) Maintain the viability of existing residential uses located along predominantly commercial corridors.*
- (c) Encourage appropriate transitions between higher-intensity uses along commercial corridors and adjacent lower-density residential districts.*
- (d) Facilitate preservation development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans.*
- (e) Structured parking is encouraged.*

Despite positive changes, the proposal is inherently auto-oriented, making it difficult to find that it embodies the statement of purpose for the CC-T Zoning District. However, the proposal may improve the site for pedestrians when compared to the existing condition. A well-designed corner building on a well-landscaped site would be an aesthetic improvement for the area. The Urban Design Commission is reviewing the proposal as new development in Urban Design District 5, and staff will forward to the Plan Commission any recommendations from the Urban Design Commission to improve the site and building design details.

Conclusion – The site plan for the proposed one-story convenience store with gas station and car wash has been significantly improved since it was referred by the Urban Design Commission on July 15, 2015. The overall use of land has been reduced from 1.8-acres to approximately 1.3 acres overall, leaving a developable lot for future residential uses along Ridgeway Avenue to the north. Some nearby residents still have concerns about the traffic and potential noise and light impacts from the proposal, but at a neighborhood meeting held on September 10, 2015, many in attendance agreed that the revised plans represent a significant improvement. As was previously the case, the general architectural direction and building materials proposed for the building continue to be appropriate for this setting.

It is difficult to support a convenience store with fuel sales in the Commercial Corridor Transitional zoning district and on a site recommended for Neighborhood Mixed Use in the Comprehensive Plan. Given the location of this property on the major arterial with nearly 40,000 vehicles per day, the significant revisions to the site plan to improve the street orientation of the building, and the land set aside for future residential development on the northern side of the property to better interface with existing residential uses to the north, staff can support a well-designed convenience store with fuel sales on this site. However, staff cautions that support for this specific proposal should not be considered a precedent for other sites in the City where Neighborhood Mixed Use or Community Mixed Use are recommended.

Following careful review of the revised plans by staff from Planning and other agencies, staff recommends that the Plan Commission make a finding that the demolition and conditional use standards can be met with the further revisions to meet recommended conditions of approval.

Recommendation

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

The Planning Division recommends that the Plan Commission find that the standards for zoning map amendments, demolition, and conditional uses can be met and forward to the Common Council a recommendation to **approve** the request at 3520-3546 East Washington Avenue, subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded

Note: Modifications have been made to agency comments based on latest revisions to the submitted plans. The comments below should replace those in the July 15 Planning Division staff report.

Planning Division (Contact Heather Stouder, 266-5974)

1. The demolition and conditional use shall be approved contingent on Common Council approval of the rezoning of the lot being created along Ridgeway Avenue to a low-density residential zoning district.
2. Final plans submitted for review and approval by staff shall include a revised landscape plan to include the following revisions:
 - a) Further details and a maintenance plan for the bio-retention areas. These areas may be enlarged so as to become more viable for their intended function.
 - b) Planting beds must be revised with an organic mulch material and at least 75% vegetative cover so as to meet basic zoning requirements in MGO Section 28.142.
3. The applicant shall revise the site plan so as to include some of the bicycle parking near the southern entrance to the building facing East Washington Avenue.
4. The sale of wine, liquor, or beer on this site is not part of the conditional use approval, and would require separate review and approval by the City's Alcohol License Review Committee, and Common Council.
5. The car wash facility shall maintain daily hours of operation not to exceed 8:00 AM to 8:00 PM on weekdays and 9:00 AM to 8:00 PM on weekends. Automobiles may only be washed when the overhead doors facing north are closed, in order to minimize noise impacts on properties to the north.

Traffic Engineering (Contact Eric Halvorson, 266-6527)

6. The driveway on Schmedeman Avenue has been the subject of much discussion. Traffic Engineering has reviewed the proposed driveway access onto Schmedeman Avenue and finds the current location as designed provides the safest access point to Schmedeman Avenue. Positioning the driveway closer to East Washington Avenue is likely to degrade the safe operation of the driveway while having no effective impact on the amount of traffic choosing to turn left onto Schmedeman Avenue. Removing the driveway may result in additional traffic using Reindal Avenue and Ridgeway Avenue or Graceland Avenue. (The driveway alignment as shown in August 27th submittal is acceptable).
7. All driveway access points to East Washington Avenue shall be a minimum of 150' from Schmedeman Avenue per MGO 10.08. The plan as submitted currently meets this requirement.

8. 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 – 25 feet behind the property line at streets and 10 feet at driveways.). If applicant believes public safety can be maintained they shall apply for a waiver of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the waiver shall be the determination of the City Traffic Engineer.
9. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
10. 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.
11. 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.
12. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

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

13. The proposed new building will cross an underlying platted lot line. Current fire code and City enforcement requires the underlying platted lot line be dissolved by Certified Survey Map (CSM) prior to issuance of a building permit. A CSM and required supporting information shall be prepared and submitted to the City of Madison Planning Department. The CSM shall be approved by the City and recorded with the Dane County Register of Deeds prior to issuance of a building permit.
14. The sanitary sewer lying within this site has been abandoned. The easements for this sewer, although not shown correctly on this site plan, shall be released by separate document prepared by City Office of Real Estate Services. Applicant must prepare scale map exhibits for the portions to be released and provide to Engineering Land Records Coordinator Jeff Quamme for review. Upon approval of the exhibits and payment of the required \$500 administration fee (check payable to City of Madison Treasurer) to cover staff time and recording costs, Engineering will create the necessary Office of Real Estate Services (ORES) Project. ORES staff will then administer the release document(s) and record with the Dane County Register of Deeds. The required CSM will provide authorization for the release of the easements.
15. The Applicant shall construct public storm improvements at the intersection of Ridgeway Avenue and Schmedeman Avenue as this area is prone to flooding. The Applicant shall restore the roadway as necessary and in accordance with the plans approved by the City Engineer.
16. The Applicant shall provide estimated water use for the proposed car wash with the proposed development. The proposed development discharges into a small local sanitary sewer main (8" diameter).
17. The owner stated on the application, PDQ Food Stores, is not the current owner of the property. Provide the recorded deed of record conveying title to PDQ Food Stores.

18. The owner shall provide a waiver of hearing and notice on assessments for the installation of sidewalk and street improvements on both Ridgeway Avenue and on Schmedeman Avenue.
19. The Applicant shall grade the property line on Ridgeway Avenue to a grade established by the City Engineer to allow for future street and sidewalk construction.
20. The Applicant shall install curb and gutter on Schmedeman Avenue adjacent to the development.
21. A private easement is required for the sewer and water laterals that are shown cutting through the proposed residential lot. An easement/agreement shall be recorded setting forth construction and maintenance conditions and restrictions prior to issuance of a building permit.
22. Remove all landscaping and bioretention on sheet L1 from the East Washington Avenue Right of way.
23. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project (MGO 16.23(9)c).
24. 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.
25. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).
26. The approval of this Conditional Use or PUD does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester (MGO 16.23(9)(d)(6)).
27. The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development (POLICY).
28. The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction (POLICY).
29. All work in the public right-of-way shall be performed by a City licensed contractor (MGO 16.23(9)(c)5) and MGO 23.01).
30. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan (POLICY).

31. All damage to the pavement on E. Washington Ave, Schmedeman Ave, and Ridgeway Ave adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link:
<http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY).
32. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in the ROCK RIVER TMDL ZONE and by Resolution 14-00043 passed by the City of Madison Common Council on 1/21/2014. You will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR.
33. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
34. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process).

Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION)

35. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
 - a) Reduce TSS by 80% off of the proposed development when compared with the existing site.
 - b) Provide oil & grease control from the first 1/2" of runoff from parking areas.
 - c) 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 MGO Chapter 37.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

36. The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Division (storm/sanitary section). The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number:
 - a) Building Footprints
 - b) Internal Walkway Areas
 - c) Internal Site Parking Areas
 - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
 - e) Right-of-Way lines (public and private)
 - f) Plat name and lot lines (metes & bounds parcel lines if unplatted)
 - g) Platted lot numbers (noted "unplatted lands" if not platted)
 - h) Lot/Plat property dimensions
 - i) Street names
 - 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)

THE CAD FILE WILL ONLY BE REQUIRED PRIOR TO FINAL PLAN REVIEW SO THAT MULTIPLE FILES DO NOT NEED TO BE SUPPLIED OR REVIEWED.

Note: Email CAD file transmissions are preferred to: jbendict@cityofmadison.com or troester@cityofmadison.com. The party responsible for the CAD file email transmission shall include the project site address in the email subject line. Any changes or additions to the location of the building, private utilities, sidewalks, parking/pavement during construction will require a new CAD file transmittal.

37. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set (POLICY and MGO 37.09(2)).

PDF submittals shall contain the following information:

- a) Building footprints
- b) Internal walkway areas
- c) Internal site parking areas
- d) Lot lines and right-of-way lines
- e) Street names
- f) Stormwater Management Facilities
- g) Detail drawings associated with Stormwater Mgmt Facilities (including if applicable planting plans)

38. 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)).

39. This project appears to require permanent dewatering. A permit to connect to the public stormwater system shall be required from City Engineering. Additionally, a permit for non-storm discharge to the storm sewer system from the City/County Health Department shall be required.

40. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. MGO 37.05(7). This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

41. Prior to approval, the owner or owner's representative shall obtain a permit to plug each existing sanitary sewer lateral that serves a building which is proposed for demolition. For each lateral to be plugged the owner shall complete a sewer lateral plugging application and pay the applicable permit fees. NOTE: As of January 1, 2013 new plugging procedures and permit fees go into effect. The new procedures and revised fee schedule is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14)).

42. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Schmidt (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff (MGO 16.23(9)(d)(4)).

43. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service (POLICY).

Parks Division (Contact Janet Schmidt, 261-9688)

44. Forestry will permit the removal of the 2" Elm on Schmedeman Av and the 12" Maple on E Washington Av for the new driveway locations. Contractor shall contact Forestry at least one week prior to construction to obtain a tree removal permit.
45. 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. 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/2013/Part1.pdf>.

Water Utility (Contact Dennis Cawley, 266-4651)

46. This property is not located in a wellhead protection district.
47. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

Fire Department (Contact Bill Sullivan, 261-9658)

48. An automatic fire sprinkler system is required to protect the store and canopies, per IBC 903.2.7.
49. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.
50. Please consider allowing Madison Fire Department to conduct training sequences prior to demolition. Contact MFD Training division to discuss possibilities (Lt. Scott Bavery, (608) 576-0600.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

51. Section 28.185 (7)(a)5 requires that if a demolition or removal permit is approved, it shall not be issued until the reuse and recycling plan is approved by the Recycling Coordinator, Mr. George Dreckmann. (608-267-2626).
52. Section 28.185 (10) Every person who is required to submit a reuse and recycling plan pursuant to Sec. 28.185(7)(a)5 shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition.
53. Section 28.185 (9)(a) A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
54. Submit a landscape plan stamped by the registered landscape architect and a City of Madison landscape worksheet. Per section 28.142(3), landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared and stamped by a registered landscape architect.
55. Provide adequate development frontage landscaping per section 28.142(5) Development Frontage Landscaping. Landscaping and/or ornamental fencing shall be provided between buildings or parking areas

and the adjacent street(s), except where buildings are placed at the sidewalk. Note that landscaping must be installed on the private property.

56. Screening is required adjacent the Zoning district boundary along the west property line. Screening shall be provided along side and rear property boundaries between commercial/ mixed-use districts and residential districts. Screening shall consist of a solid wall, solid fence, or hedge with year-round foliage, between six (6) and eight (8) feet in height. Submit a detail of the screening fence with the final plans.
57. Submit a detail of the trash enclosure. The trash enclosure shall be screened on four (4) sides (including a gate for access) by a solid, commercial-grade wood fence, wall, or equivalent material with a minimum height of six (6) feet and not greater than eight (8) feet.
58. Parking is proposed in excess of the maximum number of spaces. Per Table 28I-3 Off-Street Parking Requirements, the automobile parking maximum is 1 parking space per 500 square feet of floor area (12 parking stalls). The Zoning Administrator may approve an increase of up to twenty (20) spaces above the maximum requirement. Submit an application for a Parking Adjustment and supporting documentation per Section 28.141(6) with the final plan submittal.
59. Bike parking shall comply with City of Madison General Ordinances table 28I-3 and section 28.141(11). Provide a minimum of six (6) bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. Note that a bike parking stall is a minimum of 2 feet by 6 feet with a five foot wide access aisle. Submit a detail showing the model of bike rack to be installed.
60. Provide the lot coverage calculation as defined in section 28.211 with the final plan set. The maximum lot coverage is 85%.
61. Provide a detail showing the locations and approximate sizes of the outdoor display areas. Outdoor display areas shall meet the supplemental requirements per section 28.151. All products on display shall also be sold in the principal retail use. Outdoor display shall not exceed sixteen (16) hours per day.
62. Provide details showing that the primary street façade meets the door and window opening requirements of section 28.060(2)(d).
63. 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 and Chapter 33 Urban Design District ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.