



**Project Address:** 1502-1702 Pankratz Street (District 12 – Alder Matthews)  
**Application Type:** Conditional Use  
**Legistar File ID #** [88775](#)  
**Prepared By:** Chris Wells, Planning Division  
Report includes comments from other City agencies, as noted.  
**Reviewed By:** Kevin Firchow, AICP, Principal Planner

### Summary

**Applicant:** Michael Statz; MSA Professional Services; 1702 Pankratz Street; Madison, WI 53704  
**Contact:** Jim Triatik; Sullivan designBUILD; 1314 Emil Street; Madison, WI 53713  
**Property Owner:** Dane County; 210 Martin Luther King, Jr. Boulevard, Room 114; Madison, WI 53703

**Requested Action:** Consideration of a conditional use, pursuant to Section 28.141(6)(b)4 of the Zoning Code, to allow automobile parking in excess of the maximum allowed for an expanded parking lot for an office building at 1502-1702 Pankratz Street.

**Proposal Summary:** The applicant proposes to increase the existing automobile surface parking lot to 180 stalls and span three sites (1502-1702 Pankratz Street), to serve the office building located at 1702 Pankratz Street.

**Applicable Regulations & Standards:** MGO Section 28.141(6)(b)4 states, “An increase of more than twenty (20) parking spaces that is also more than ten percent (10%) of the maximum parking requirement may be approved by conditional use.” This proposal is therefore subject to the standards for Conditional Uses found in §28.183 MGO.

**Review Required By:** Plan Commission (The Secretary of the Urban Design Commission is reviewing it administratively on behalf of the Urban Design Commission)

**Summary Recommendation** The Planning Division recommends that the Plan Commission find that the approval standards for Conditional Use are met and **approve** the request for a conditional use to allow automobile parking in excess of the maximum allowed for an expanded parking lot for an office building at 1502-1702 Pankratz Street. This recommendation is subject to input at the public hearing and the conditions recommended by the reviewing agencies beginning on page 7.

### Background Information

**Parcel Location:** The proposed changes extend across three parcels which are all located on the west side of Pankratz Street, south of the intersection with Skuldt Street. They are within Aldermanic District 12 (Alder Matthews), the Madison Municipal School District, and Urban Design District #4.

#### Existing Conditions and Land Use:

- 1702 Pankratz Street – The 106,590-square-foot (2.45-acre) site is developed with a roughly 16,000-square-foot office building. The office building occupies roughly the western half of the site while a surface parking lot occupies the eastern half.

- 1602 Pankratz Street – The 47,790-square-foot (1.1-acre) site is undeveloped save for the 14 automobile stalls located at the north end. The site is accessed not from Pankratz Street but from the drive aisle which runs along the southern property line of the 1702 Pankratz Street site to the north.
- 1502 Pankratz Street – The southern half of the 55,200-square-foot (1.27-acre) site is developed with a surface parking lot. The northern half is grass.

All three parcels are zoned SE (Suburban Employment) District.

**Surrounding Land Use and Zoning:**

North: The Isthmus Montessori Academy, zoned SE (Suburban Employment) District;

South: An office building, zoned SE;

East: Across Pankratz Street, a golf course, zoned PR (Parks and Recreation District); and

West: An office building for the South Central Library System, zoned SE. Beyond which is Packers Avenue.

**Adopted Land Use Plan:** The [Comprehensive Plan](#) (2023) recommends Employment uses for the subject site. The [Northeast Area Plan](#) (2024) has generally similar recommendations.

**Zoning Summary:** The properties are zoned SE (Suburban Employment District).

Requirements	Required	Proposed
Lot Area (sq. ft.)	20,000 sq. ft.	106,593
Lot Width	65'	240'
Front Yard Setback	0' or 5'	136'
Max. Front Yard Setback: TOD	N/A (less than 50% addition)	N/A
Side Yard Setback	15' or 20% of building height	29'
Rear Yard Setback	30'	55'
Maximum Lot Coverage	75%	64%
Minimum Building Height: TOD	2 stories/22' measured to building cornice	N/A (less than 50% addition)
Maximum Building Height	5 stories/68'	1 story
Site Design	Required	Proposed
Number of Parking Stalls	Max 1 per 325 sq ft = 78	180
Electric Vehicle Stalls	18 EV ready	18 EV ready
Accessible Stalls	6	6
Loading	1	1
Number Bike Parking Stalls	13	13
Landscaping and Screening	Yes	Yes (See Comment #26)
Lighting	Yes	Yes
Building Form and Design	Yes	Free-standing commercial
<b>Other Critical Zoning Items</b>	Urban Design (UDD 4), Barrier Free (ILHR 69), Utility Easements, TOD Overlay	

*Tables Prepared by Jenny Kirchgatter, Assistant Zoning Administrator*

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

**Public Utilities and Services:** This property is served by a range of urban services, including a BRT route.

## Project Description, Analysis, and Conclusion

The applicant, MSA Professional Services, requests approval of a conditional use to allow automobile parking in excess of the maximum allowed for an expanded parking lot for their office building at 1502-1702 Pankratz Street.

MSA's Pankratz Street office currently serves 110 employees but is growing and requires a roughly 8,450-square-foot addition to the roughly 16,000-square-foot office building in order to accommodate this growth. The addition will be added to the east of the building, along the north property line of the 1702 Pankratz Street site. Staff note that this addition is a permitted use in the Zoning Code and is not before the Plan Commission, though is currently under the required technical review by city agencies. Once this addition is complete, the building is anticipated to accommodate 190 employees.



**Image 1: The Extent of the MSA's Parking. The existing 97 stalls (left), the proposed 189 stalls (right)**

The site currently has roughly 97 automobile stalls (83 stalls on the 1702 Pankratz Street site and 14 at the north end of the adjacent 1602 Pankratz Street site to the south). Due to the building addition described above, the surface parking on the 1702 site will drop 27 stalls to 56. To make up these lost stalls and provide more for their employees and clients, the applicant is proposing to extend the surface parking lot roughly 230 feet to the south to occupy the entire 1602 Pankratz site and the north third of the 1502 Pankratz site. (See Image 1 on the proceeding page). They are proposing a total of 180 parking stalls.

Table 28I-3 in MGO Section 28.141(4)(g) in the Parking Section of the Zoning Code sets the maximum number of stalls allowed for this office use (one per 250 square-feet) at 101 stalls. However, the subject site is located in the Transit-Oriented Development (TOD) Overlay District, which sets a lower maximum standard at one stall per 325 square-feet of office space. This works out to 78 stalls. Therefore, in order to provide 180 stalls on site, MGO Section 28.141(6)(b)4 states, *“an increase of more than twenty (20) parking spaces that is also more than ten percent (10%) of the maximum parking requirement may be approved by conditional use.”*

The submitted materials state that the applicant’s primary need for this parking is the fact that the Pankratz office acts as MSA’s “central hub” for their 17 office locations. *“The proximity to the Dane County Regional Airport brings in employees and clients from all over the state and Midwest for trainings, conferences, and meetings. As a central location, many staff meet at the Madison office to carpool to further destinations. Additionally, staff tend to load large project/construction/site visit supplies, expo booth/presentation materials, or client/city townhall meeting materials into their vehicles for transportation. These regular occurrences minimize the potential of utilizing public transport and create additional parking demand.”*

As for site improvements, the applicant is also proposing to add a stormwater basin just to the south of the new parking stalls on the 1502 Pankratz site. Landscaping – both in the form of parking lot island plantings as well as plantings to the east and south of the proposed lot – is also proposed. The applicant will also be bringing the entire 1502 Pankratz Street parcel’s landscaping up to code with island plantings as well as plantings along both the Pankratz Street and Packers Avenue site frontages.

### **Conformance with Adopted Plans**

The [Comprehensive Plan](#) (2023) and [Northeast Area Plan](#) (2024) both recommend Employment uses for the subject sites. Staff believe the proposal is consistent with these recommendations as the parking is meant to support the MSA’s employment levels.

### **Specific Considerations for Parking Exceeding the Maximum**

Section 28.141(6)(c) of the Zoning Code lists six specific things that need to be considered before granting approval of surface parking exceeding the maximum:

1. Documentation regarding the actual parking demand for the proposed use.
2. The impact of the proposed use on the parking and roadway facilities in the surrounding area.
3. Whether the proposed use is located near a parking area that is available to the customers, occupants, employees and guests of the proposed use.
4. The availability of alternative forms of transportation and actions being taken by the applicant to enhance or promote those alternatives.
5. Structured parking, rain gardens or other bioretention facilities, additional landscaping, pervious pavement, or other mitigation measures may be required as conditions for an exception.
6. Whether the proposed use is new or is an alteration, addition or expansion of an existing use.

Regarding these six points, in their letter of intent, the applicant has provided the following supplemental information:

Regarding #1 (*Documentation regarding the actual parking demand for the proposed use*), the applicant has provided the table below showing current parking demands along with projected parking demands once the roughly 8,450-square-foot building addition is completed. They believe that parking demand, once the addition is completed, could be in the 220-stall range.

Current		Projected	
# Stalls Req.		# Stalls Req.	
Total # Employees	(110)	Total # Employees	(190)
100% Remote Employees	(-18)	100% Remote Employees	(-20)
Survey Trucks	(2)	Survey Trucks	(4)
Pool Vehicles	(4)	Pool Vehicles	(8)
Meetings (Avg. headcount)	(25)	Meetings (Avg. headcount)	(40)
Total	(123)	Total	(222)

The applicant has also included data from 42 meetings/trainings held at the office since June 2024. This information is included in the full materials and summarized below. The table breaks out those that travelled from the Madison area, those that travelled from outside of the Madison area, and the number of presenters (which the applicant notes are a combination of non-MSA employees and non-Madison office employees). The table shows the average median and maximum values for each of the fields. Of note is the column on the far right (“Non-Madison Attendees + Presenters”) which is assumed to be a proxy for the number of meeting attendees coming from out of town. While the average is 11, the maximum value is 35.

	Non-Madison Attendees	No. of Madison Attendees	Presenters	Total In-Person Attendees	Non-Madison Attendees + Presenters
Average	9.7	12.6	5.7	23.3	10.9
Median	8	4	2	14	8
Max	22	65	13		35

Regarding #2 (*The impact of the proposed use on the parking and roadway facilities in the surrounding area*), the applicant notes the impacts to the surrounding neighborhood would be in the form of overflow parking from the subject site. They estimate this overflow to be as many as 144 automobiles (note this is a correction of the 119 automobiles noted in their letter of intent). They believe these available parking spaces would be found in the streets of the residential neighborhood located to the west, across Packers Avenue.

Regarding #3 (*Whether the proposed use is located near a parking area that is available to the customers, occupants, employees and guests of the proposed use*), the applicant notes that there are roughly 20 additional stalls associated with the Corben Building, which is located to the south at 1402 Pankratz Street but also has stalls on the 1502 Pankratz site, the availability of these stalls is situational. However, they note that the Madison South Central Library building, located to the southwest at 1650 Pankratz Street, utilizes the spaces as overflow parking for their frequent events. They also note that the office tenants of the Corben Building are set to change this fall and as a result, the 20 additional stalls may no longer be available.

Regarding #4 (*The availability of alternative forms of transportation and actions being taken by the applicant to enhance or promote those alternatives*), the applicant notes the various alternatives and incentives which include two shower rooms in the office, bicycle parking both inside and outside the office building, two work vehicles and six pool vehicles that employees can use who do not drive to work and/or carpool to meetings, 100-percent reimbursement of all bus passes used by employees, and a company policy to allow any employee to work remotely if they choose.

Regarding #5 (*Structured parking, rain gardens or other bioretention facilities, additional landscaping, pervious pavement, or other mitigation measures may be required as conditions for an exception*), the applicant notes that a bioretention basin will be added to the south of the proposed parking (on the 1502 Pankratz site) and additional landscaping – both in the form of parking lot island plantings as well as plantings to the east and south of the proposed lot – is also proposed. The applicant will also be bringing the entire 1502 Pankratz Street parcel's landscaping up to code with island plantings as well as plantings along both the Pankratz Street and Packers Avenue site frontages.

Regarding #6 (*Whether the proposed use is new or is an alteration, addition or expansion of an existing use*), the applicant notes that this is an addition/expansion of an existing use.

### **Conditional Use Standards**

The applicant requests approval of a conditional use to exceed the maximum parking requirement (as allowed by Table 28I-3 in MGO Section 28.141(4)(g)) by more than ten percent.

With regard to the conditional use approval standards, the Plan Commission shall not approve a conditional use without due consideration of the City's adopted plan recommendations, design guidelines, supplemental regulations, and finding that all of the conditional use standards of §28.183(6) M.G.O. are met. Staff advises the Plan Commission that in evaluating the conditional use standards, 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.

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. As noted above, the Planning Division believes that the proposal can be found consistent with the recommendations of the Comprehensive Plan and Northeast Area Plan

With consideration of the six points of consideration discussed in the previous section along with the satisfaction of the agency conditions recommended below, Staff believe all conditional use approval standards can be found met or are not applicable to this proposal.

### **Urban Design Commission Review**

The subject site is within Urban Design District 4. The proposal has been administratively reviewed and approved by the Secretary of the Urban Design Commission.



## Conclusion

The applicant requests approval to expand their parking lot from 97 to 180 total stalls. The parking modifications relate to several factors including an office expansion with projected growth up to 190 employees at this location. This level of parking requires Conditional Use consideration from the Plan Commission. The applicant has provided their justifications for this request within the application materials, which are summarized in this report. The applicant estimates their parking demand will be up to approximately 220 stalls, due to not only the projected employee growth, but other factors such as fleet vehicles and the office's role as a regional hub. Staff understands that this analysis considered factors such as remote work and the company's various efforts to support transportation alternatives, such as free bus passes. While staff believes this to be a relatively large parking field, staff doesn't believe that parking lot expansion is out of character with the surrounding office park development pattern nor would it preclude more intensive redevelopment in the future. Based on the information provided, staff does not believe there to be substantial evidence indicating that the conditional use standards cannot be found met.

At the time of report writing, staff have received one comment in opposition from a resident who is concerned about the conflicts of the proposed additional parking with the sustainability and pedestrian-friendly development related recommendations of the Comprehensive Plan. The public comment has been added to the public record for this request.

## Recommendation

### Planning Division Recommendations (Contact Chris Wells, (608) 261-9135)

The Planning Division recommends that the Plan Commission find that the approval standards for Conditional Use are met and **approve** the request for a conditional use to allow automobile parking in excess of the maximum allowed for an expanded parking lot for an office building at 1502-1702 Pankratz Street. This request is subject to input at the public hearing and the comments and conditions recommended by reviewing agencies below:

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

### City Engineering Division (Contact Brenda Stanley, (608) 261-9127)

1. The current site has a SWMP - that plan shall be revised and updated to address the additional impervious area. Additionally, the SW standards that this new development is required to meet by MGO 37 are different than those of the old development. The site will require a complicated mixed SWMP.
2. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder (608-261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff. (MGO 16.23(9)(d)(4))
3. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.
4. 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.

5. A Storm Water Maintenance Agreement (SWMA) is required for this project. See Storm comments for agreement specific details and requirements.
6. 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>.

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 CARPC is required for this project to proceed.

7. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in a TMDL ZONE and therefore will be regulated to meet a higher standard.
8. 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](mailto:meberhardt@cityofmadison.com), or Daniel Olivares (east) at [daolivares@cityofmadison.com](mailto: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>

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.

9. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances 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 Stormwater Management Permit application can be found on City Engineering's website at <http://www.cityofmadison.com/engineering/Permits.cfm>.

The Storm Water Management Plan & Report shall include compliance with the following:

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

Electronic Data Files: 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. (POLICY and MGO 37.09(2))

Rate Control New Development: Detain the 2, 5, 10, 100, & 200 - year storm events, matching post development rates to predevelopment rates and using the design storms identified in Madison General Ordinances Chapter 37.

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



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

Oil/Grease Control: Treat the first 1/2 inch of runoff over the proposed parking facility and/or drive up window.

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

10. 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](mailto:bstanley@cityofmadison.com) (East) or [troester@cityofmadison.com](mailto:troester@cityofmadison.com) (West).

**City Engineering Division – Mapping Section** (Contact Julius Smith, 2608-64-9276)

11. Provide for review, comprehensive reciprocal easements and agreements including, but not limited to, access, parking, utilities, common areas, storm management that are necessary to accomplish the land division or site development as proposed prior to final sign off. The document(s) shall be executed and recorded immediately subsequent to the CSM recording if one is required, and prior to building permit issuance. Lot 4 of CSM 13328 does not have interconnected Cross Access to Lot 46 of the Second Addition to Truax Air Park West, nor is direct ingress Egress to the public Way designed. an agreement to connect the Lot 4 to the Cross access, ingress egress and Fire lane easement as set forth in Document 4893392 and amended in Documents 5436927 and 5881853. Either create a new document if it not exclusive to do so to add Lot 4's use over Lot 46 or further amend the above mentioned documents to connect Lot 4 to the drive. Also there is no language in the above document about Stormwater and Storm Sewer facilities being located on Lot 3 of CSM 13328 benefiting Lot 4
12. It is not clear how the new parking lot being constructed is being fully used. it appears that its use is exclusive to 1702 Pankratz or Lot 46 of the Second Addition to Truax Air Park West as there are no other cross accesses or connections to the other parts of the site. As this seems exclusive and there are substantial improvements it would seem like there is a new lease area being created. Provide a copy of the Lease for the parking area located at 1602 Pankratz St and part of 1502 Pankratz St. Note a lease area for a term for over 10 years is considered to be a land division, which may require a proper land division by City Ordinance, unless it is part of a Planned Multi-use Site.
13. The existing Parking lot lying within the City of Madison Easement for 20' wide Sanitary and Storm Sewer per Doc No. 3268680, a Consent to Occupy Easement document shall be drafted and recorded by City of Madison Office of Real Estate Services defining responsibilities and requirements in conjunction with the proposed improvements. Coordinate with Jule Smith at [jsmith4@cityofmadison.com](mailto:jsmith4@cityofmadison.com)
14. Label the 20' Public Sanitary and Storm Sewer Easement per document 3268680 on Lot 4 of CSM 13328
15. Correctly label the Reciprocal Easement as per document 4893392 and as amended in documents 54396927 and 5881853 and not just per document 54396927
16. The large tree plantings located within the City of Madison Easement for 35' Wide public Storm Drainage & Detention per Doc No. 3101354, Shall be reviewed and approved by the City Stormwater Engineer, and may not be allowed. contact City Engineering for approval of the plantings located within this easement.

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

17. 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.
18. 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.
19. The City Traffic Engineer may require public signing, marking and street lighting related to the development; the Developer shall be financially responsible for such signing, marking and street lighting.
20. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
21. "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.
22. 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.
23. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
24. 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.

**Parking Utility** (Contact Trent Schultz, 608-246-5806)

25. A Transportation Demand Management (TDM) Plan is required for the project, per MGO 16.03. The applicant shall submit a TDM Plan to [tdm@cityofmadison.com](mailto:tdm@cityofmadison.com). Applicable fees will be assessed after the TDM Plan is reviewed by staff.

**Zoning Administrator** (Contact Jenny Kirchgatter, 608-266-4429)

26. 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.

27. All rooftop and ground level mechanical equipment and utilities shall be fully screened from view from any street or residential district per Section 28.142(9)(d).
28. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.

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

29. Metro Transit operates daily all-day transit service along Packers Avenue near this property - with trips at least every 30 minutes (every 15 minutes or less during the day on weekdays and Saturdays).
30. Metro Transit would initially estimate the following counts of potentially eligible trips towards US Green Building Council/LEED Quality Access to Transit points: 65 Weekday & 48 Weekend. Please contact Metro Transit if additional analysis would be of interest.

*The Planning Division, Fire Department, Parks Division, Forestry, Water Utility have reviewed this request and recommended no conditions of approval.*