



PREPARED FOR THE PLAN COMMISSION

Project Address: 5602-5606 Schroeder Road (19th Alder District, Alder Furman)

Application Type: Demolition Permit and Conditional Use

Legistar File ID #: [73200](#) & [73203](#)

Prepared By: Lisa McNabola, Planning Division
Report Includes Comments from other City Agencies, as noted

Reviewed By: Colin Punt, Planning Division
Kevin Firchow, AICP, Principal Planner

Summary

Applicant & Owner: Joe McCormick; JD McCormick Properties; 101 North Mills Street, Madison, WI 53715

Contact: Kevin Burow; Knothe & Bruce Architects; 7601 University Avenue, Middleton, WI 53562

Requested Action: Consideration of a demolition permit to demolish two commercial buildings; and consideration of a conditional use for a multi-family building with greater than 36 units in the Commercial Corridor-Transitional (CC-T) District; all to allow construction of a four-story, 84-unit residential building at 5602-5606 Schroeder Road.

Proposal Summary: The applicant proposes to construct a four-story, 84-unit residential building, which requires the demolition of two commercial buildings.

Applicable Regulations & Standards: This proposal is subject to the standards for demolition permits [MGO Section 28.185(7)], and Conditional Uses [MGO §28.183] as Table 28D-2 [MGO §28.061] lists multi-family buildings with greater than 36 units as a conditional use in the Commercial Corridor-Transitional (CC-T) District. The Supplemental Regulations [MGO §28.151] contain further regulations for this use. The property is located in Urban Design District #2. Section 33.24 MGO provides the Urban Design review process and standards for UDD #2.

Review Required By: Urban Design Commission and Plan Commission

Summary Recommendation: The Planning Division recommends the following to the Plan Commission regarding the applications for 5602-5606 Schroeder Road. All recommendations are subject to input at the public hearing and the conditions recommended by the reviewing agencies.

- That the Plan Commission find that the approval standards for demolition permits are met and **approve** the demolition of two commercial buildings at 5602-5606 Schroeder Road.
- That the Plan Commission find that the approval standards for conditional uses are met and **approve** a multi-family building with greater than 36 units in the Commercial-Corridor Transitional (CC-T) District to allow a four-story, 84-unit residential building at 5602-5606 Schroeder Road.

Background Information

Parcel Location: The 69,110 square-foot (1.59-acre) parcel is located on the north side of Schroeder Road between South Whitney Way and Schroeder Court. It is south of US HWY 12/18, and adjacent to the east bound

off-ramp. It is located within Alder District 19 (Alder Furman) and the Madison Metropolitan School District. It is also located within Urban Design District #2.

Existing Conditions and Land Use: The site is occupied by two commercial buildings. Per the Assessor’s Office, both buildings were converted to restaurant uses at one point. Most recently 5606 Schroeder Road appears to have been used as an art gallery. 5602 Schroeder Road is a one-story, 1,441 square foot building and 5606 Schroeder Road is a one-story, 2,400 square-foot building, both constructed in 1965 and remodeled in 1995.

Surrounding Land Use and Zoning:

North: West Beltline Highway; north of West Beltline Highway, commercial uses zoned Commercial-Corridor Transition (CC-T) District;

East: West Beltline Highway and eastbound off-ramp; across Whitney Way, City of Madison Well #12, zoned Conservancy (CN) District;

South: Across Schroeder Road, Vitense Golfland, zoned Parks and Recreation (PR) District; and

West: 96-unit residential building, zoned CC-T District; 3-story office building, zoned CC-T District.

Adopted Land Use Plan: The [Comprehensive Plan](#) (2018) recommends Community Mixed-Use (CMU) development for the subject property. Surrounding properties are recommended for a combination of CMU, Employment (E), Medium Residential (MR), and Low Residential (LR). The [Southwest Neighborhood Plan](#) (2008) did not include specific land use recommendations for the subject property.

Zoning Summary: The property is zoned Commercial-Corridor Transition (CC-T) District

Requirements	Required	Proposed
Lot Area: For exclusive residential use	500 sq. ft./ d.u. (42,000 sq. ft.)	69,110.4 sq. ft.
Front Yard Setback	0’ or 5’	10.1’
Max. Front Yard Setback	25’	10.1’
Side Yard Setback: Street side yard	0’ or 5’	45.3’
Side Yard Setback: Where proposed buildings or abutting buildings have window openings in side wall(s) within 6 feet of lot line	One-story: 5’ Two-story or higher: 6’	Adequate
Rear Yard Setback: For corner lots, where all abutting property is in a nonresidential zoning district	The required rear yard setback shall be the same as the required side yard setback: 6’	20.2’
Usable Open Space	40 sq. ft./ d.u. (3,360 sq. ft.)	25,727 sq. ft.
Maximum Lot Coverage	85%	66%
Maximum Building Height	5 stories/ 78’	5 stories/ 53’2”

Site Design	Required	Proposed
Number Parking Stalls	No minimum required	71 underground 39 surface (110 total) (2)
Accessible Stalls	Yes	Yes
Loading	Not required	None

Number Bike Parking Stalls	Multi-family dwelling: 1 per unit up to 2-bedrooms, ½ space per add'l bedroom (84) 1 guest space per 10 units (8) (92 total)	84 underground 9 surface (93 total)
Landscaping and Screening	Yes	Yes (3)
Lighting	Yes	Yes
Building Forms	Yes	Large multi-family building (4)(5)(6)

Other Critical Zoning Items	
Urban Design	Yes UDD #2
Historic District	No
Floodplain	No
Adjacent to Park	No
Barrier Free (ILHR 69)	Yes
Utility Easements	Yes
Wetlands	No
Wellhead Protection District	Yes, WP-12

Table Prepared by Jenny Kirchgatter, Assistant Zoning Administrator

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

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

Project Description

The applicant has requested approval of a demolition permit to demolish two commercial buildings. The applicant has also requested approval of a conditional use to allow construction of a four-story, 84-unit residential building. [Demolition photos](#) submitted by the applicant do not appear to show any structural issues with either building.

The proposed building is in an L-shape, with legs to the southwest and northeast. The main entrance is at the south west corner of the building. A surface parking lot is located along the western edge of the site. The surface parking lot accommodates 39 vehicle stalls. One underground parking level accommodates 71 vehicle stalls, which is accessed at the northeast corner of the building. There are 84 indoor bicycle stalls and 9 outdoor bicycle stalls.

The unit mix includes 23 studios, 44 one-bedroom units, and 17 two-bedroom units. The fourth floor includes 16 lofted units. There are six walk-up units fronting Schroeder Road. An outdoor amenity plaza is located on the first floor, oriented toward the West Beltline Highway, and a community roof deck is located on the far east end of the fourth floor.

The landscape plan shows predominantly evergreen trees at the property line fronting the West Beltline Highway, with some canopy deciduous trees. Three understory trees and a mix of deciduous shrubs and perennial grasses are shown along the outdoor plaza. Primary façade materials on the lower levels include brick veneer in burgundy, with metal panel in charcoal and composite lap siding in charcoal on upper floors.

Analysis and Conclusion

This proposal is subject to the standards for demolition permits [MGO Section 28.185(7)], and Conditional Uses [MGO §28.183] as Table 28D-2 [MGO §28.061] lists multi-family buildings with greater than 36 units as a conditional use in the Commercial Corridor-Transitional (CC-T) District. The Supplemental Regulations [MGO §28.151] contain further regulations for this use. The property is located in Urban Design District #2. Section 33.24 MGO provides the Urban Design review process and standards for UDD #2. This analysis begins with a summary of the adopted plan recommendations.

Conformance with Adopted Plans

The Comprehensive Plan (2018) recommends Community Mixed-Use (CMU) development for the subject property. CMU areas are intended to support an intensive mix of residential, commercial, and civic uses serving residents and visitors. While both residential and nonresidential uses are accommodated within mixed-use districts, not every building in a mixed-use district needs to include both residential and non-residential uses. Development and design within CMU areas should create a walkable node or corridor, ideally adjacent to existing or planned transit. Buildings should screen any surface parking from the street. The Southwest Neighborhood Plan (2008) did not include specific land use recommendations for the subject property.

Demolition Permit Standards

At its October 5, 2021 meeting, the Common Council adopted Ordinance 21-00065 (ID [67074](#)) to revise the standards and process for demolition and removal permits in Section 28.185 of the Zoning Code to remove consideration of proposed future use as a factor in approving demolition requests. In order to approve a demolition request under the revised standards, the Plan Commission shall consider the seven approval standards in §28.185(9)(c) M.G.O. when making a determination regarding demolition requests. The factors include a finding that the proposed demolition or removal is consistent with the statement of purpose of the demolition permits section and with the health, prosperity, safety, and welfare of the City of Madison.

The Planning Division believes that the standards for Demolition Permits can be met, but provides additional discussion regarding the following standards. Standard 1 states, “The applicant has included information related to any efforts to relocate the building, including but not limited to assessing the costs of relocation, the impact of relocation on city terrace trees, and the structural soundness of the building.” Per the application materials, “Given the specific uses of these buildings and the fact that they are one-story slab-on-grade buildings, they are not well suited to be relocated for possible reuse.”

Standard 4 states, “That the Plan Commission has received and considered the report of the City’s Historic Preservation Planner regarding the historic value of the property as well as any report that may be submitted by the Landmarks Commission.” At its July 25, 2022 meeting, the Landmarks Commission found that the buildings at 5602 and 5606 Schroeder Road have no known historic value.

Staff believe the Demolition Permit standards can be found met subject to input at the public hearing and comments from reviewing agencies.

Conditional Use Standards

The Conditional Use approval standards state that 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 MGO §28.183(6) are met. Please note, recent changes to state law requires that conditional use findings must be based on "substantial evidence" that directly pertains to each standard and not based on personal preference or speculation. Staff provides additional discussion on the following standards.

Standard 1 states, "The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, or general welfare."

Staff have previously encouraged the developer to consider noise mitigation strategies due to the proximity of the proposed development to US HWY 12/18 and the east bound off ramp. Per the applicant, nearby residents also shared concerns about noise mitigation from beltline traffic at the neighborhood meeting held on July 21, 2022. Staff encourage the applicant to consider incorporating noise mitigation strategies during construction of the buildings, as noted in the recommended conditions of approval.

Standard 5 states, "Adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit and other necessary site improvements have been or are being provided."

The Traffic Engineering Division has prepared a memo to address traffic and safety concerns raised at the neighborhood meeting held on July 21, 2022. A copy of the memo is located under Legistar File [73203](#). It is projected the development will have about 290 fewer trips per day than the previous land uses: an art gallery and restaurant with a drive through. Staff reviewed the evening rush hour on August 8, 2022 and found that while there were queues at the Whitney Way intersection, queuing on the ramp was modest indicating reasonable ramp operations. Regarding traffic safety the memo notes, the eastbound off-ramp experienced two injury crashes between 2017 and 2021. City staff had previously suggested locating the driveway at the western edge of the property to increase the distance from the Whitney Way/Schroeder Road/US HWY 12/18 intersection. Staff believes this proposal will not create an undue additional burden on the road network and the recommended conditions of approval from the Traffic Engineering Division adequately address any potential traffic issues.

Standard 9 states, "When applying the above standards to any new construction of a building or an addition to an existing building the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district. In order to find that this standard is met, the Plan Commission may require the applicant to submit plans to the Urban Design Commission for comment and recommendation."

As part of initial pre-application discussions, Planning staff suggested that the applicant explore reconfiguring the building and the site to increase the building setback from US HWY 12/18 and create a greater separation with the surface parking at the Tailor Place Apartments. The proposed plans remain consistent with the initial concept, however staff acknowledge there are a variety of factors impacting the site design, which include locating the driveway away from the Schroeder Road/Whitney Way intersection.

Further, staff notes that the site is located within Urban Design District #2 (UDD #2). New buildings in UDD #2 require approval by the Urban Design Commission (UDC) or its Secretary, therefore the UDC is an approving body for this request. At its September 21, 2022 meeting, the UDC recommended “final approval” conditioned upon landscaping modifications (Legistar File [72589](#)).

On balance, staff believes that the Conditional Use Standards can be found met subject to input at the public hearing and comments from reviewing agencies.

Supplemental Regulations

According to Table 28D-2 [MGO §28.061], *multifamily dwellings* must adhere to the Supplemental Regulations found in MGO §28.151:

- a) In the TE District, new residential uses, whether in new or existing buildings, shall not be located where potential nuisances exist, including but not limited to: excessive vibration, dust, noise, light, glare, smoke, odor, or truck traffic.
- b) In the TE District, new residential uses shall be adequately separated or buffered from adverse impacts from existing industrial uses.
- c) Reserved.
- d) Residential use shall be limited on the ground floor of buildings on King Street; South Pinckney Street; State Street; the 10 through 500 blocks of East Wilson Street; the 100 blocks of West and East Mifflin Streets; the 100 blocks of West and East Main Streets; and on the Capitol Square, which is formed by the 10 blocks of East and West Mifflin, the 10 blocks of North and South Pinckney, the 10 blocks of East and West Main, and the 10 blocks of North and South Carroll Streets. Residential use is prohibited within the following areas:
 1. The area of the lot abutting street frontages in Sub. (d) above, the lesser of a depth of 40' or 40% of the depth of the lot as measured along these frontages.

Staff believe that the Supplemental Regulations are met.

Conclusion

Staff believe that the standards for demolition permits and conditional uses can be found met, and recommends that they be approved by the Plan Commission, subject to input at the public hearing and comments from reviewing agencies.

Recommendation

Planning Division Recommendation (Contact Lisa McNabola, 243-0554)

The Planning Division recommends the following to the Plan Commission regarding the applications for 5602-5606 Schroeder Road. All recommendations are subject to input at the public hearing and the following conditions recommended by the reviewing agencies.

- That the Plan Commission find that the approval standards for demolition permits are met and **approve** the demolition of two commercial buildings at 5602-5606 Schroeder Road.

- That the Plan Commission find that the approval standards for conditional uses are met and **approve** a multi-family building with greater than 36 units in the Commercial-Corridor Transitional (CC-T) District to allow a four-story, 84-unit residential building at 5602-5606 Schroeder Road.

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

Planning Division (Lisa McNabola, 243-0554)

1. That the applicant and assigns are strongly encouraged to include noise attenuation measures in the construction of the building, including, but not limited to noise barriers, noise-insulated windows, additional soundproofing within wall insulation, and wall construction techniques.

Engineering Division (Contact Tim Troester, 267-1995)

2. The property is a closed WDNR contaminant site (BBRTS #03-13-000681 CANDLIN TRUST PROPERTY). If soil or groundwater contamination is encountered during construction, follow all WDNR and DSPS regulations for proper handling and disposal.
3. Enter into a City / Developer agreement for the required infrastructure improvements. Agreement to be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact City Engineering to schedule the development and approval of the plans and the agreement. (MGO 16.23(9)c)
4. Construct sidewalk, terrace, curb & gutter and pavement to a plan as approved by City Engineer
5. 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))
6. Obtain a permanent sewer plug permit for each existing sanitary sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development. The procedures and fee schedule is available online at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14))
7. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.
8. 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.
9. A Storm Water Maintenance Agreement (SWMA) is required for this project. See Storm comments for agreement specific details and requirements.

10. 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.

11. Revise the site plan to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service. (POLICY)
12. The proposed development proposes to construct underground parking. The proposed entrance to the underground parking is adjacent to a street low point. The applicant shall provide at a minimum of one (1) foot of rise from the adjacent back of walk in the driveway before breaking grade to the down ramp to the underground parking to protect the underground parking from inundation. The stated elevation is intended to be protective but does not guarantee a flood proof structure. The Developer/Owner are strongly encouraged to complete their own calculations and determine an elevation that protects their property to a level of service that they are comfortable with.
13. Provide additional detail how the enclosed depression(s) created by the parking entrance(s) to the below building parking area(s) is/are served for drainage purposes. The building must be protected from receiving runoff up through the 100-yr design storm that is current in Madison General Ordinance Chapter 37. If the enclosed depression(s) is/are to be served by a gravity system provide calculations stamped by a Wisconsin P.E. that show inlet and pipe capacities meet this requirement. If the enclosed depression(s) is/are to be served by a pump system provide pump sizing calculations stamped by a Wisconsin P.E. or licensed Plumber that show this requirement has been met.
14. 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.
15. This project will disturb 20,000 sf or more of land area and require an Erosion Control Plan. Please submit an 11" x 17" copy of an erosion control plan (pdf electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.

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

This project will require a concrete management plan and a construction dewatering plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. If contaminated

soil or groundwater conditions exist on or adjacent to this project additional WDNR, Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit. (POLICY)

16. 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 Redevelopment: By design detain the 10-year post construction design storm such that the peak discharge during this event is reduced 15% compared to the peak discharge from the 10-year design storm in the existing condition of the site. Further, the volumetric discharge leaving the post development site in the 10- year storm event shall be reduced by 5% compared to the volumetric discharge from the site in an existing condition during the 10-year storm event. These required rate and volume reductions shall be completed, using green infrastructure that captures at least the first 1/2 inch of rainfall over the total site impervious area. If additional stormwater controls are necessary beyond the first 1/2 inch of rainfall, either green or non-green infrastructure may be used.

TSS Redevelopment with TMDL: Reduce TSS by 80% off of the proposed development when compared with the existing site.

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.

17. 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 tstroester@cityofmadison.com (West).

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

18. Note: This site has the potential to be affected by a future Wisconsin Department of Transportation project. Prior to sign off, the applicant shall submit their final site plan to be reviewed by the Wisconsin Department of Transportation, upon review by the Wisconsin Department of Transportation, the applicant shall provide documentation of correspondence to City Traffic Engineering. Traffic Engineering has made the Wisconsin Department of Transportation aware of the preliminary plans and no objections have been communicated.
19. 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.
20. 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.
21. 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.
22. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
23. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
24. 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.
25. Per Section MGO 12.138 (14), this project is not eligible for residential parking permits. It is recommended that this prohibition be noted in the leases for the residential units.
26. The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.

27. The applicant shall provide a clearly defined 5' walkway 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.
28. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by Traffic Engineering to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds three stories prior to sign-off to be reviewed and approved by DeAndre Newson, (266-4768, dneuson2@cityofmadison.com) Traffic Engineering Shop, 4151 Nakoosa Trail. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
29. The driveway slope to the underground parking is not identified in the plan set, Traffic Engineering recommends driveway slope under 10%; if the slope is to exceed 10%, the applicant shall demonstrate inclement weather mitigation techniques to provide safe ingress/egress to be approved by the City Traffic Engineer.
30. "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.
31. 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.
32. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
33. The applicant shall prepare a TDMP (Traffic Demand Management Plan) to be reviewed and approved by the City Traffic Engineer. MGO (28.183(6)(a)(6))
34. Note: This site presents difficult constructability issues; access to neighboring sites must be maintained at all times, protected walkways will be constructed and maintained as soon as possible and little to no access to the Public Right-of-Way on Schroeder Road will be granted for construction purposes. Provide a detailed construction plan to Traffic Engineering for review by the Traffic Control Specialist (Mike Duhr) prior to final signoff.

Water Utility (Contact Jeff Belshaw, 261-9835)

35. This property is in a Wellhead Protection District–Zone (WP-12). Applicant shall provide the Madison Water Utility with confirmation that no hazardous and/or toxic materials will be stored on site, and that all proposed uses of this site comply with the City of Madison Wellhead Protection Ordinance. Any future change in use for this property will require review by the Madison Water Utility General Manager or his designated representative. Contact Jeff Belshaw at Jbelshaw@madisonwater.org for additional information, including a summary of the submittal requirements.

36. The proposed water service will need a valve installed North of the hydrant lead. Update Utility plan to show a new valve at this location.

37. The Madison Water Utility shall be notified to remove the water meter at least two working days prior to demolition. Contact the Water Utility Meter Department at (608) 266-4765 to schedule the meter removal appointment.

38. A Water Service Application Form and fees must be submitted before connecting to the existing water system. Provide at least two working days notice between the application submittal and the requested installation or inspection appointment. Application materials are available on the Water Utility's Plumbers & Contractors website (<http://www.cityofmadison.com/water/plumbers-contractors>), otherwise they may be obtained from the Water Utility Main Office at 119 E Olin Ave. A licensed plumber signature is required on all water service applications. For new or replacement services, the property owner or authorized agent is also required to sign the application. A Water Meter Application Form will subsequently be required to size & obtain a water meter establish a Water Utility customer account and/or establish a Water Utility fire service account. If you have questions regarding water service applications, please contact Madison Water Utility at (608) 266-4646.

Metro Transit (Contact Timothy Sobota, 261-4289)

39. In coordination with public works improvements, the applicant shall install and maintain an accessible boarding surface at the existing bus stop on the north side of Schroeder Road, at the midblock pedestrian crosswalk area.

40. The applicant shall install and maintain a new passenger waiting shelter with seating amenity - either as part of the private landscape plan or in the public right-of-way area - serving the curbside bus stop zone on the north side of Schroeder Road, at the midblock pedestrian crosswalk area. If located in the public right-of-way, the applicant shall submit a Privilege in Streets (Bus Shelter) application for review by the City. An approved Encroachment Agreement, for the bus shelter, shall be executed prior to sign off. Contact City Real Estate to start the Privilege in Streets (Bus Shelter) application process. (MGO 10.31)

41. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.

42. Metro Transit operates daily all-day transit service along Schroeder Road adjacent this property - with trips at least every 60 minutes.

Zoning (Contact Jenny Kirchgatter, 266-4429)

43. Section 28.185(9) requires that every applicant for a demolition or removal approval that requires approval by the Plan Commission is required to get a Reuse and Recycling Plan approved by the City Recycling Coordinator, Bryan Johnson at streets@cityofmadison.com prior to receiving a raze permit. Every person who is required to submit a reuse and recycling plan pursuant to Section 28.185(9) shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition. A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
44. Provide electric vehicle stalls per Section 28.141(8)(e) Electric Vehicle Charging Station Requirements. A minimum of 10% of the residential parking stalls (11 stalls) must be electric vehicle ready, and a minimum of 2% of the stalls (2 stalls) must be electric vehicle installed. Identify the locations of the electric vehicle ready and installed stalls on the plans.
45. 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.
46. Include a loft level floor plan with the final site plan verification plan set.
47. Provide details showing that the primary street façade meets the door and window opening requirements of Section 28.060(2)(d). For residential uses at ground level, a minimum of fifteen percent (15%) of the ground level of residential facades or side and rear facades not fronting a public street shall consist of windows and door openings. On upper stories, window or balcony openings shall occupy a minimum of fifteen percent (15%) of the upper-story wall area.
48. Provide details demonstrating compliance with bird-safe glass requirements Section 28.129. For building façades where the first sixty (60) feet from grade are comprised of less than fifty percent (50%) glass, at least eighty-five percent (85%) of the glass on glass areas fifty (50) square feet or over must be treated. Of all glass areas over fifty (50) square feet, any glass within fifteen (15) feet of a building corner must be treated. Identify which glass areas are 50 sq. ft. or greater and which glass areas will be treated. Provide a detail of the specific treatment product that will be used.
49. 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.
50. 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.

Fire Department (Contact William Sullivan, 261-9658)

51. Please consider allowing Madison Fire Dept. to conduct training sequences prior to demolition. Contact MFD Training Division to discuss possibilities: Division Chief Jeff Larson at jtlarson@cityofmadison.com or (608) 266- 5946.

Parks Division (Contact Ann Freiwald, 243-2848)

52. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the West Park-Infrastructure Impact Fee district. Please reference ID# 22029 when contacting Parks about this project.

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

53. Provide a copy of a boundary survey signed and sealed by a professional land surveyor compliant with Chapter AE-7 of the Wisconsin administrative code. The survey shall also include the location of the reference lines for the adjacent ramp and Schroeder Road as set forth on the Wisconsin DOT right of way plat for the West Beltline that create the boundary along the noreasterly, easterly and southerly sides of this parcel.
54. The addresses of 5602 & 5606 Schroeder Rd will be retired and archived with the demolition of the existing buildings.

The address of the proposed building is 5604 Schroeder Rd.

The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.

55. Submit a site plan and a complete building Floor Plan in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floor plan of each floor level on a separate sheet/page for the development of a complete interior addressing plan. Also, include a unit matrix for apartment buildings.

The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) PRIOR to the verification submittal stage of this LNDUSE with Zoning. The final approved stamped Addressing Plan shall be included in said Site Plan Verification application materials or a revised plan shall be provided for additional review and approval by Engineering.

Per 34.505 MGO, a full copy of the approved addressing plan shall be kept at the building site at all times during construction until final inspection by the Madison Fire Department.

56. For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Address Plan shall be resubmitted to Lori Zenchenko to review addresses that may need to be changed and/or reapproved.

The following agencies reviewed the request and recommended no conditions of approval: Forestry Section