



PREPARED FOR THE PLAN COMMISSION

Project Address: 2001 Londonderry Drive (District 18, Alder Myadze)
Legistar File ID #: [84449](#) & [84450](#)
Prepared By: Lisa McNabola, AICP, Planning Division
Report Includes Comments from other City Agencies, as noted
Reviewed By: Kevin Firchow, AICP, Principal Planner

Summary

Applicant & Owner: Todd Gebhardt; Northshore Rentals; 3314 Packers Avenue, Madison, WI 53704

Contact: Greg Held; Knothe & Bruce Architects; 8401 Greenway Boulevard, Suite 900, Middleton, WI 53562

Requested Actions:

- ID [84449](#) – Consideration of a demolition permit to demolish a one-story financial institution at 2001 Londonderry Drive; and
- ID [84450](#) – Consideration of a conditional use in the CC-T (Commercial-Corridor Transitional) District for a multi-family dwelling with greater than thirty-six (36) units to construct a four-story residential building with 105 units.

Proposal Summary: The applicant proposes to demolish a one-story financial institution and construct a four-story, 105-unit residential building at 2001 Londonderry Drive.

Applicable Regulations & Standards: Standards of approval for demolition permits are found in MGO Section 28.185(6). Standards of approval for conditional uses are found in MGO Section 28.183(6). The property is located in the Transit Oriented Development (TOD) Overlay District per MGO Section 28.104.

Review Required By: Plan Commission

Summary Recommendation: The Planning Division recommends the following to the Plan Commission regarding the applications for 2001 Londonderry Drive. All recommendations are subject to input at the public hearing and the following conditions recommended by the reviewing agencies.

- That the Plan Commission find the approval standards for demolition permits are met and **approve** the demolition of a one-story financial institution at 2001 Londonderry Drive; and
- That the Plan Commission find the approval standards for conditional uses are met and **approve** a residential building with 105 units in the Commercial Corridor – Transitional (CC-T) District at 2001 Londonderry Drive.

Background Information

Parcel Location: The 84,037 square-foot (1.9-acre) parcel is bounded by Londonderry to the northwest, Packers Avenue to the east, and Northport Drive to the south. It is located within District 18 (Alder Myadze) and the Madison Metropolitan School District.

Existing Conditions and Land Use: The site is occupied by a one-story financial institution constructed in 1989. It is zoned Commercial Corridor – Transitional (CC-T) District.

Surrounding Land Use and Zoning:

North: Daycare, Madison Police Department North Station, zoned Commercial Corridor – Transitional (CC-T) District; multifamily residential buildings zoned Suburban Residential – Varied 2 (SR-V2) District and Planned Development (PD) District; single family residential, zoned Suburban Residential – Consistent 1 (SR-C1) District;

East: Across Packers Avenue, one-story warehouse buildings, zoned Suburban Employment (SE) District and Industrial Limited (IL) District;

South: Across Northport Drive, multifamily residential buildings, zoned SR-V1 District; single family residential, zoned SR-C1 District; Northside Town Center Shopping Center, zoned CC-T District; and

West: UW Health Northport Clinic, zoned CC-T District; multifamily residential buildings, zoned SR-V2 District.

Adopted Land Use Plan: The [Comprehensive Plan](#) (2023) recommends Neighborhood Mixed-Use (NMU) development for the subject property and adjacent properties along the southside of Londonderry Drive, and recommends Medium Residential (MR) for properties along the northside of Londonderry Drive. The [Northport Warner Park Sherman Neighborhood Plan](#) (2009) recommends Neighborhood Mixed-Use development for the subject property.

Zoning Summary: The property is zoned Commercial Corridor – Transitional (CC-T) District and is located in the Transit Oriented Development (TOD) Overlay District.

Requirements	Required	Proposed
Lot area: For exclusive residential use	500 sq. ft./d.u. (52,500 sq. ft.)	84,037 sq. ft.
Front Yard Setback	0' or 5'	12.04'
Max. Front Yard Setback: TOD	20'	12.04' (See Comment 40)
Side Yard Setback: For exclusive residential use	10'	48.53' west side
Side Yard Setback: Street side yard	0' or 5'	8.92'
Max. Street Side Yard Setback: TOD	20'	8.92' (See Comment 40)
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	13.68'
Usable Open Space: TOD	None	Adequate
Maximum Lot Coverage	85%	64%
Minimum Building Height: TOD	2 stories	4 stories/55'6"
Maximum Building Height	5 stories/78'	4 stories/55'6"

Site Design	Required	Proposed
Number Parking Stalls	No minimum required: TOD	109 garage 48 surface (157 total)
Electric Vehicle Stalls	10% EV ready (16)	2 EV 16 EV ready
Accessible Stalls	Yes	Yes
Loading	Not required	None
Number Bike Parking Stalls	1 per unit up to 2-bedrooms, ½ space per add'l bedroom (105) 1 guest space per 10 units (10) (115 total)	105 garage 12 surface (117 total) (See Comment 43)
Landscaping and Screening	Yes	Yes (See Comment 44)
Lighting	Yes	Yes

Building Form and Design	Yes	Large multi-family building (See Comment 41, 46, 47)
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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, Analysis, and Conclusion

Project Description

The applicant proposes to demolish a one-story financial institution and construct a 105-unit, four story residential building with an overall height of 56.5 feet. There would be 109 underground parking stalls and 48 surface stalls and 105 long-term bicycle stalls and 12 guest stalls.

The subject site is a double frontage lot that fronts Londonderry to the northwest and has a curved lot line that fronts both Packers Avenue to the east and Northport Drive to the south. The building would be located along Packers Avenue and Northport Drive with the parking lot located behind the building and accessed from Londonderry Drive. There are two building entrances, one from the parking lot and one along Northport Drive/Packers Avenue.

The building would have a flat roof line accented by sloped canopy roofs that protrude from the fourth story and are supported by angled metal beams. Each unit has a balcony that is recessed, with the exception of the end units where the balconies wrap the corner and are supported by a column. The primary building materials are a stone veneer in a varied cream and beige color and a dark green/sage composite panel siding. The stone veneer would be applied to the first floor and applied vertically at regular intervals. A dark grey composite panel siding is used as an accent material, as well as a wood tone composite lap siding that is applied to the recessed balconies and the end cap columns. The landscape plan consists primarily of deciduous trees and shrubs, and perennials with some evergreen trees and shrubs.

Conformance with Adopted Plans

The [Comprehensive Plan](#) (2023) recommends Neighborhood Mixed-Use (NMU) development with a density of 70 units or less per acre generally recommended. The recommended building heights range from two to four stories. 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. The [Northport Warner Park Sherman Neighborhood Plan](#) (2009) also recommends NMU development. The proposed development is a four-story residential building. The overall density would be approximately 55.3 units per acre, which is within the recommended density of 70 units or less per acre.

The [Northport Warner Park Sherman Neighborhood Plan](#) notes that the intersection of Northport Drive and Packers Avenue is a primary entrance to the Northside community, and includes “appearance and streetscape” design goals such as building designs with urban character including flat or hipped roofs, facades with windows, well-defined entrances, no blank walls, parking and loading in rear of building or possibly on side of structure, interior sidewalks and landscaping, and sidewalk setbacks of 10 to 15 feet. Staff believe the proposed building addresses many of the design goals recommended in the Neighborhood Plan.

Staff believe the proposed development is consistent with the recommendations in the adopted plans.

Demolition Permit Standards

The applicant is proposing to demolish a one-story financial institution building constructed in 1989. The Plan Commission shall consider the seven approval standards in Section 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.

Regarding standard 4, "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 1, 2024 meeting the Landmarks Commission found that the building at 2001 Londonderry Drive has no known historic value.

Regarding standard 6, "The Plan Commission shall consider the condition of the building or buildings proposed for demolition or removal. In order to find this standard met, the Plan Commission may consider a report of the Madison Fire Department, Police Department, and/or Building Inspection Division regarding the proposed demolition, including whether any evidence of a potential fire hazard, unlawful use of the property, public nuisance, or other public health and safety concern supports demolition or removal." The applicant provided demolition photos which do not appear to show any significant issues with the building. This standard does not specify a certain condition or level of disrepair necessary to grant a demolition.

Staff believe the demolition permit standards can be found met, subject to the recommended conditions of approval.

Conditional Use Standards

The applicant proposes to construct a residential building with 105 units. A residential building with 36 or more units is a conditional use in the CC-T District. 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.

Regarding standard 1, "The establishment, maintenance or operation of the conditional use will not be detrimental to or endanger the public health, safety, or general welfare." The Bruns Second Addition Plat was recorded in 1979. The Plat shows a 42-foot building setback line along Northport Drive extending along the curve of Packers Avenue. In 1991 a Certified Survey Map (CSM) subdivided Lots 1-5 of the Plat and created the subject property. Although the CSM does not show the building setback line it is still in effect and enforced by the City of Madison and Wisconsin Department of Transportation (WisDOT). The building setback line is in conflict with the Transit Oriented Development Overlay District which has a 20-foot maximum building setback. To allow a building within the 42-foot building setback line the City would need to record a special exception to adjust the building setback. The special exception would need to be authorized by WisDOT, as noted in the recommended conditions of approval. City staff support a special exception to adjust the setback, and the applicant is working with WisDOT to obtain authorization.

The Planning Division recommends the following condition of approval, “The proposed development is contingent on approval of a special exception to adjust a platted 42-foot building setback line by the City of Madison and Wisconsin Department of Transportation (see recommended condition of approval #53). Additional modifications or approvals may be necessary should those approvals not be granted. Such modifications shall be considered under the Conditional Use alterations process per MGO Section 21. 183.”

Regarding standard 6, “The conditional use conforms to all applicable regulations of the district in which it is located.” In the TOD Overlay District, on a corner lot, at least 30% of street-facing building facades shall be setback no more than 20 feet from the primary street and no more than 20 feet from the secondary street. The applicant has indicated they believe they comply with the setback. Per the recommended conditions of approval, they shall provide an exhibit that confirms the building complies with the 30% requirement, as determined by the Zoning Administrator.

The project, as proposed, does not comply with the principal building entrance requirements in the Transit Oriented Development (TOD) Overlay District. The principal building entrance shall be oriented to the primary abutting street (Northport Drive) and be located within the 20-foot maximum setback. Per the site plan the principal building entrance is setback more than 20 feet. Additionally, all principal building entrances shall be “barrier-free” which means that those with disabilities are not prevented from using the entrance. The building entrance is currently only accessible by stairs. To comply with the TOD Overlay District the applicant will have to modify the building so the existing entrance is not setback more than 20 feet or add a second entrance along Northport Drive that complies with the TOD Overlay District. The Planning Division recommends the following condition of approval to allow for the necessary modifications to the building design, “Approval of the proposed development is contingent on verification that the building complies with the minimum 20-foot building setback and the principal building entrance requirements in the Transit Oriented Development Overlay District (see recommended conditions of approval #35 and #36). Design modifications that are required to comply with those conditions shall be considered under the Conditional Use alterations process per MGO Section 21. 183.”

Regarding standard 8, “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.”

The project plans appear to show rooftop HVAC equipment. No HVAC “wall-pack” penetrations/louvers are shown on the street-facing facades. Unless specifically approved by the Plan Commission, the addition of wall packs on outward-facing walls is not included in this approval and will require approval of an alteration to this conditional use should they be proposed at a later time, as noted in the recommended conditions of approval.

Staff believe the conditional use standards can be found met, subject to the recommended conditions of approval.

Conclusion

The applicant proposes to demolish a one-story financial institution and construct a four-story residential building. It would have 105 units, which is a conditional use in the CC-T District. While the building as shown does not comply with the principal building entrance requirements in the TOD Overlay District, staff recommend that the necessary modifications be considered under the Conditional Use alterations process per MGO Section 21. 183

Given due consideration of adopted plans, staff believe the approval standards can be found met, subject to the recommended conditions of approval.

The Plan Commission may consider a referral to the September 9, 2024 Plan Commission meeting to allow the applicant to provide revised project plans that comply with the TOD Overlay District.

Recommendation

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

The Planning Division recommends the following to the Plan Commission regarding the applications for 2001 Londonderry Drive. All recommendations are subject to input at the public hearing and the following conditions recommended by the reviewing agencies.

- That the Plan Commission find the approval standards for demolition permits are met and **approve** the demolition of a one-story financial institution at 2001 Londonderry Drive; and
- That the Plan Commission find the approval standards for conditional uses are met and **approve** a residential building with 105 units in the Commercial Corridor – Transitional (CC-T) District at 2001 Londonderry Drive.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded

Planning Division (Contact Lisa McNabola, 243-0554)

1. No HVAC “wall-pack” penetrations/louvers are shown on the street-facing facades. Unless specifically approved by the Plan Commission, the addition of wall packs on outward-facing street walls is not included in this approval and will require approval of an alteration to this conditional use should they be proposed at a later time.
2. Approval of the proposed development is contingent on verification that the building complies with the minimum 20-foot building setback and the principal building entrance requirements in the Transit Oriented Development Overlay District (see recommended conditions of approval #40 and #41). Design modifications that are necessary to comply with those conditions shall be considered under the conditional use alterations process per MGO Section 21.183(8). Scope of changes will determine whether this is a minor or major alteration.
3. The proposed development is contingent on approval of a special exception to adjust a platted 42-foot building setback line by the City of Madison and Wisconsin Department of Transportation (see recommended condition of approval #58). Additional modifications or approvals may be necessary should those approvals not be granted. Such modifications shall be considered under the conditional use alterations process per MGO Section 21.183(8). Staff further note that recommended conditions of approval 4-9 have been recommended to address these design concerns. Scope of changes will determine whether this is a minor or major alteration.

Engineering Division (Contact Brenda Stanley, 261-9127)

4. 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)
5. Construct sidewalk, terrace, curb and gutter and pavement to a plan as approved by City Engineer.
6. 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))
7. 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))
8. Obtain a permit to plug each existing storm sewer. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 37.05(7))
9. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.
10. 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.
11. A Storm Water Maintenance Agreement (SWMA) is required for this project. See Storm comments for agreement specific details and requirements.
12. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with 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/constformsinfo.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.

13. Revise the site plan to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service. (POLICY)
14. Revise the plans to show a proposed private internal drainage system on the site. Include the depths and locations of structures and the type of pipe to be used. (POLICY AND MGO 10.29)

15. 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.
16. 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.
17. The applicant shall show storm water "overflow" paths that will safely route runoff during the 100-year 24-hour design storm when the storm sewer is at capacity. Public Stormwater shall be contained to public right of way, easements or public lands for the 100-year 24-hr design storm for new development. (POLICY)
18. 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 appears to require fire system testing that can result in significant amounts of water to be discharged to the project grade. The Contractor shall coordinate this testing with the erosion control measures and notify City Engineering 608-266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.

Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website - as required by Chapter 37 of the Madison General Ordinances.

19. 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.

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

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

20. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

Traffic Engineering Division (Contact Luke Peters, 266-6543)

21. The applicant shall dedicate Right of Way or grant a Public Sidewalk Easement for and be responsible for the construction of a minimum five (5)-foot wide sidewalk, eight (8)-foot terrace, and additional one (1) foot for maintenance, where applicable, along their site's frontage of Londonderry Drive and Packers Avenue/Northport Drive/Darwin Road.
22. The applicant shall work with Traffic Engineering on providing ADA pedestrian walkway to the Packers Avenue/Northport Drive/Darwin Road sidewalk. To provide more direct access to the Metro bus stops on Packers Avenue.

23. 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 Packers Avenue/Northport Drive/Darwin Road will be granted for construction purposes. Provide a detailed construction plan to Traffic Engineering for review prior to final signoff.
24. 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.
25. 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.
26. 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.
27. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
28. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
29. 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.
30. 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.
31. 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.
32. All parking ramps as the approach the public Right-of-Way shall not have a slope to exceed 5% for 20 feet; this is to ensure drivers have adequate vision of the Right-of-Way. If applicant believes public safety

can be maintained they shall apply for a waiver, approval or denial of the waiver shall be the determination of the City Traffic Engineer.

33. 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 Andrew Oliver, (267-1979, aoliver@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.
34. 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.
35. 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.
36. "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.
37. 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.
38. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
39. Applicant shall submit for review a waste removal plan. This shall include vehicular turning movements.

Zoning (Contact Jenny Kirchgatter, 266-4429)

40. Provide an exhibit and calculation showing that at least 30% of the primary street (Northport Drive) façade and 30% of the secondary street (Darwin Road) facade are setback no more than 20 feet from the property lines. On a corner lot, at least thirty percent (30%) of street-facing building facades shall be setback no more than twenty (20) feet from the primary street and no more than twenty (20) feet from the secondary street more or less perpendicular to the primary street.
41. Relocate the principal building entrance within the 20' maximum primary street (Northport Drive) setback. Principal building entrances on all new buildings shall be oriented to their primary abutting street and be located within the maximum setback. Entrances shall be barrier-free, clearly visible and identifiable from the street, and delineated with elements such as roof overhangs, recessed entries, landscaping or similar design features.

42. Section 28.185(9)(b) 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)(b) shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition. A demolition or removal permit is valid for two (2) years from the date of the Plan Commission approval.
43. Bicycle parking for the residential dwelling units shall comply with the requirements of MGO Sections 28.141(4)(g) and 28.141(11) and shall be designated as short-term or long-term bicycle parking. A minimum of 105 resident bicycle stalls are required plus a minimum of 10 short-term guest stalls. Up to twenty-five percent (25%) of bicycle parking may be structured parking, vertical parking or wall mount parking, provided there is a five (5) foot access aisle for wall mount parking. Show the dimensions of the bicycle stalls and the access aisles on the basement floor plan. NOTE: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5) foot wide access area. Submit a detail showing the model of bike rack to be installed.
44. Add a landscape planting island to the east row of surface parking adjacent to the building. A planting island shall be located at least every twelve (12) contiguous stalls with no break.
45. 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.
46. 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.
47. 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.
48. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of the Madison General Ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

Fire Department (Contact Matt Hamilton, 266-4457)

49. Provide an aerial apparatus fire lane that is at least 26-feet wide, with the near edge of the fire lane located between 15-ft and 30-feet of the structure, and parallel to 25% of the building perimeter. Revise aerial access lane to comply or initiate discussions to provide an equivalency.
50. Distances for fire hose lays shall be measured along the path of the hose lay. Revise layout to provide accurate hose layout in relation to building and site features.

Parks Division (Contact Kathleen Kane, 261-9671)

51. 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 North Park-Infrastructure Impact Fee district. Please reference ID# 24042 when contacting Parks about this project.

Water Utility (Contact Jeff Belshaw, 261-9835)

52. 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.
53. 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.

Metro Transit (Contact Timothy Sobota, 261-4289)

54. To facilitate City transit planning efforts, the applicant shall identify the accessible pedestrian connection between the building entrance(s) and the existing public sidewalk along the Northport Drive and Darwin Road public rights-of-way.
55. The applicant shall include the location of any of these transit amenities on the final documents filed with their redevelopment permit application, so that Metro Transit may review the design.

56. Metro Transit operates daily all-day transit service along Northport Drive adjacent this property - with trips at least every 30 minutes (every 15 minutes or less during the day on weekdays and Saturdays). Metro Transit operates additional daily all-day transit service along Darwin Road and Dryden Drive near this property - with trips at least every 75 minutes.

57. Metro Transit would initially estimate the following counts of potentially eligible trips towards US Green Building Council/LEED Quality Access to Transit points: 111 Weekday & 78 Weekend (average). Please contact Metro Transit if additional analysis would be of interest.

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

58. The proposed project requires the partial or entire special exception to adjust the setback line as per the Plat of Bruns Second Addition to permit the building location as proposed. The Wisconsin DOT and City of Madison must both provide any special exception for any part of the setback. Provide the confirmation of DOT's acknowledgement and agreement to provide a special exception along with an exhibit and description of the area to be adjusted to Jeff Quamme to set up a real estate project and to run a resolution to modify the setback. NOTE: If any setback remains in force that includes the proposed storm sewer, applicant shall also obtain acknowledgement from the DOT for the private storm sewer to be within the setback. DOT enforced setbacks do not allow for private improvements within the setback.

59. Traffic Engineering is requiring the widening of the terrace along Packers Ave / Northport Dr right of way. Grant a Public Sidewalk or Dedicate the lands to the City to accomplish this requirement. Contact Jeff Quamme to coordinate the required Real Estate Project to accomplish the easement or dedication as required.
60. Confirm Provide acknowledgement and permission from MG&E for the proposed storm sewer and parking lot improvements within their right of way per Doc No. 2158171 as this conflicts with the rights for underground electric and other fiber improvements. Also the developer / contractor shall be aware that there are fiber facilities owned by MUFN (Metropolitan Unified Fiber Network) near and adjacent to this site wrapping around and serving the adjacent clinic building.
61. Remove the new Elm overstory tree near the entrance proposed within the Sanitary Sewer and / or utility easements. It may be replaced with a shrub or other non tree planting.
62. The site plan shall clearly show the resultant building setback after any partial release of the setback.
63. Remove the Darwin Street names from the plans. That entire area is Packers Ave.
64. The address of 2001 Londonderry Dr will be retired and archived with the demolition of the existing building. Remove all references to 2001 Londonderry Dr for the new apartment building. The address of the new apartment building is 2003 Londonderry Dr.
65. 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.
66. 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 shows the total number of apartment per floor.

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 Addressing Plan shall be included in said Site Plan Verification application materials or a revised plan shall 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.

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.

Parking Utility (Contact Trent Schultz, 246-5806)

67. The TDM Plan is required per MGO 16.03. Applicable fees will be assessed after the TDM Plan is reviewed by staff.

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