



PREPARED FOR THE PLAN COMMISSION

Project Address: 1902 Bartillon Drive (17th Aldermanic District, Ald. Baldeh)
Application Type: Demolition and Conditional Use
Legistar File ID #: [52564](#)
Prepared By: Chris Wells, Planning Division
Report Includes Comments from other City Agencies, as noted
Reviewed By: Kevin Firchow, AICP, Principal Planner

Summary

Applicant, Contact & Property Owner: Robert Caspersen; Daylily Corporation; 705 Stokely Drive; DeForest, WI 53532

Requested Action: Approval of a demolition permit and two conditional uses – to allow the construction of a building with over eight (8) dwelling units and to allow the construction of a multi-tenant building exceeding 40,000 square feet – in order to demolish the existing restaurant-tavern and construct a four-story, mixed-use building with roughly 2,620 square feet of commercial space and 85 apartments in the Commercial Center (CC) Zoning District at 1902 Bartillon Drive.

Proposal Summary: The applicant proposes to demolish a restaurant-tavern (Callahan’s Sports Pub) in order to construct a four-story, mixed-use building with 2,620 square feet of commercial space and 85 apartments at 1902 Bartillon Drive. The building will be heavily marketed towards students due to the site’s proximity to the nearby Madison College Truax Campus.

Applicable Regulations & Standards: This proposal is subject to the standards for Demolitions [MGO §28.185(7)] Conditional Uses [MGO §28.183(6)], and the Commercial Center (CC) District [MGO §28.068]. Table 28D-2 in Section 28.061(1) of the Zoning Code lists a multi-family dwelling containing more than 8 dwelling units as a conditional use in the CC district. Section 28.068(4)(a) of the Zoning Code lists buildings exceeding 40,000 square feet in floor area for a multi-tenant building in CC Zoning Districts as requiring conditional use approval.

Review Required By: Plan Commission (PC)

Summary Recommendation: While Planning Division believes the demolition standards could be found met with this proposal, the Planning Division does not conclude that Conditional Use Standards #5 and #9 are currently met, as discussed in this report. Should the Plan Commission find the recommended approval conditions adequately address the standards, it should approve the project subject to the conditions recommended by reviewing agencies (beginning on page 9 of this report) and input at the public hearing. In the alternative, if the Plan Commission believes input from the Urban Design Commission is necessary in order to find Conditional Use Standard #9 is met, the Zoning Code allows the project to be referred to the Urban Design Commission for an advisory opinion. Staff note that if the Plan Commission is unable to find the standards are met, this item could be referred for more significant alterations or placed on file, subject to stating findings of fact including listing the standards that have not been met and the reasons such standards were not met.

Background Information

Parcel Location: The 92,325-square-foot (2.12-acre) subject property is located to the northerly side of Bartillon Drive, between the intersections with Orin Road and Kinsman Boulevard. The rectangular parcel, oriented north-south, also lies parallel to N. Stoughton Road (US Highway 51), on its east side. The site is within Aldermanic District 17 (Alder Baldeh) and located within the limits of the Madison Metropolitan School District.

Existing Conditions and Land Use: The subject site includes an existing 5,776-square-foot restaurant-tavern (Callahan’s Sports Pub) which, according to City Assessor’s Records, was constructed in 1995.

Surrounding Land Use and Zoning:

- North: A McDonald’s with drive-through, zoned Commercial Center (CC) District;
- South: A medical facility, zoned CC District;
- East: A DHL trucking/shipping facility, zoned IL (Industrial – Limited District); and
- West: N. Stoughton Road (US Highway 51) is a warehouse facility, affiliated with Madison College and zoned IL District.

Adopted Land Use Plan: The [Comprehensive Plan \(2006\)](#) recommends General Commercial (GC) for this parcel.

Zoning Summary: The property is zoned Commercial Center (CC) District.

Requirements	Required	Proposed
Usable open space	26,240 sq. ft.	<26,342 sq. ft. <i>(See Comment #42)</i>
Lot coverage	85%	74%
Front yard	70% of building at 85 ft. max	<70% of building at 85 ft. max
Side yards	6 ft.	>6 ft.
Rear yard	20 ft.	20 ft.
Building height	5 stories, 68 ft.	4 stories

Site Design	Required	Proposed
Number parking stalls	None	92
Accessible stalls	4	4
Loading	None	None
Number bike parking stalls	156	167 <i>(See Comment #45)</i>
Landscaping	Yes	Yes
Lighting	Yes	Yes

Other Critical Zoning Items	Utility Easements
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Tables Prepared by Jacob Moskowitz, 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 full range of urban services. Daily transit service is located roughly 300 feet to the northeast at the intersection of Bartillon Drive and Kinsman Boulevard.

Project Description

The applicant first proposes to demolish the existing restaurant-tavern, which will require a demolition permit. The applicant then proposes to construct a four-story, mixed-use building with 2,620 square feet of commercial space and 85 apartments at 1902 Bartillon Drive. The new structure will require two conditional use approvals - to allow the construction of a building with over eight (8) dwelling units and to allow the construction of a multi-tenant building exceeding 40,000 square feet.

The existing restaurant-tavern, Callahan's Sports Pub, was constructed in 1995, according to City Assessor's records. Photos of the existing structure have been included in this application and are available at: <https://madison.legistar.com/View.ashx?M=F&ID=6428528&GUID=2A8BEF4F-0EF4-43C6-BC8B-448992CB5156>.

The subject site falls within the area currently under study by WisDOT as part of their *US 51, Stoughton Rd. Corridor Study*. While any improvements are not anticipated for at least another 10 years, significant changes to the intersection of N. Stoughton Road with E. Washington Avenue, to the south, have been contemplated which could greatly impact the subject site. The site also includes a 42-foot building setback approved as part of the plat that created the subject lot. While Staff understand the applicant has been in communication with WisDOT in the past about the status of the project and potential impacts, the Traffic Engineering Division has recommend that the applicant submit their plans to be reviewed by WisDOT, as noted in the approval conditions.

The proposed, building will have roughly 2,620 square feet of ground-floor commercial space at its southern end. This space, for a yet-to-be-determined tenant, will have three entrances: an external entrance located along the space's southern and eastern façades; and an internal entrance located off of the vestibule which serves the residential portion of the building (note, this internal entrance will be for building tenants only and will be controlled with a swipe card).

While the applicant is currently uncertain about the commercial space tenant, in communications with Staff, they have expressed interest in a small, neighborhood-oriented coffee shop. They also mentioned their consideration of having a room within the commercial space that could be rented/reserved for private functions, neighborhood meetings, etc. As for the hours of operation of the commercial space, while they will not be finalized until the tenant is selected, the applicant anticipates the daily hours of 6:00 am to 9:00 pm. In the future, the applicant may also add an outdoor eating area adjacent to the commercial space. However, that is not part of this submittal and will require a separate conditional use application and consideration.

The main entrance for the residential portion for the building is located along the southern portion of the western elevation (adjacent to the commercial space). Inside is a vestibule, which provides access to the majority of the residential amenities, located nearby, including: apartment mailboxes, fitness room, conference room, several study rooms, a theater, classroom/flex space, indoor bicycle stalls, and stairwell and elevator (which both serve the upper three floors). The secondary residential entrance, providing access from the exterior sidewalk along the building to an internal staircase, is located along the northwestern corner of the building. The rest of the ground floor as well as the three upper floors are entirely residential. In total, the mix of residential units includes 4 one-bedroom, 16 two-bedroom, and 63 four-bedroom apartments. This equates to 288 bedrooms and a residential density of 39.1 dwelling units per acre or 135.8 bedrooms per acre.

Regarding usable open space, the majority of the space is located at grade, around the periphery of the lot, with an additional roughly 1,590 square feet of space being the communal patio located atop of the commercial space. (Note: this communal patio will be accessed from the second floor and only be usable by building residents).

The apartments will be marketed towards students attending Madison College's nearby Truax Campus. The building will be managed by a professional management company and each floor will have a student who serves as its Residential Assistant (RA). The management company will select and train these students each year.

Regarding parking, 90 automobile surface stalls are located to the south and west of the building. Bicycle parking is also provided via the 137 interior stalls located on the ground floor and the 26 exterior stalls located to the east and west of the building's commercial space.

The proposed building exterior includes a variety of materials and material colors. A reddish brick clads the ground floor as well as a few portions of the upper stories. Greyish vertical board and batten composite siding clads the building's middle two floors while a light grey, composite, horizontal lap siding clads the top story. Blue, vertical board and batten, composite siding clads the upper floors of the various façade projections. Precast sills and headers will be used for the brick portions of the façades while composite trim will be used for the rest of the building – white trim between the third and fourth floors while a black trim along the top of the building. The building's windows will be vinyl while the commercial and amenity section will have aluminum floor-to-ceiling stormfront windows.

Regarding the proposed landscaping, River Birch, Pear, Crabapple, and Spruce trees will be added around the periphery of the lot, including around the two bio-retention areas. Foundation plantings, such as Yew, Ninebark, and Welgela will be added along the building's western and northern façades. Finally, Autumn Blaze Maple, Common Hackberry, and Honeylocust trees will be added in and around the parking lot island along with ground plantings such as Spirea and Daylilies.

Analysis

The proposed project is subject to the approval standards for Demolitions [MGO §28.185(7)] and Conditional Uses [MGO §28.183(6)]. This analysis begins with an analysis of adopted plan recommendations.

Conformance with Adopted Plans

The proposal is being reviewed against the [2006 Comprehensive Plan](#) as that was the adopted plan in place at the time of submittal. The 2006 Comprehensive Plan recommends General Commercial (GC) uses for the subject site. The Plan describes General Commercial development as including *“relatively compact districts located along roadways, and larger commercial districts serving a wide variety of retail or service activities, including automobile-oriented uses and “heavy” commercial uses with appearance or operational characteristics not generally compatible with residential or small-scale commercial activities.”* It is one of several commercial and employment districts which are not generally expected to include a residential component, recognizing that limited residential may be present in some districts. The Plan also states, *“depending on their location, General Commercial districts may provide some supporting uses to adjacent neighborhoods, and an attractive interface and convenient pedestrian connections with adjacent residential areas should be provided to encourage this.”* There are no fixed limits on the size or intensity of development, but all uses should be compatible with the density and scale of surrounding development. There is no neighborhood plan for this area.

Demolition Permit Standards

Per MGO §28.185(7), in order to approve a demolition request, the Plan Commission must find that both the requested demolition and the proposed future use are compatible with the purpose of the demolition section and the intent and purpose expressed in the Commercial Center (CC) Zoning District (The Statement of Purpose for the CC District has been included below). The demolition standards state that the Plan Commission shall consider and may give decisive weight to any relevant facts including impacts on the normal and orderly development of surrounding properties, and the reasonableness of efforts to relocate the building. Furthermore, the proposal should be compatible with adopted plans. Finally, the demolition standards state that the Plan Commission shall consider the report of the City's Historic Preservation Planner regarding the historic value of the property as well as any report submitted by the Landmarks Commission.

Statement of Purpose for the Commercial Center (CC) District

The CC District is established to recognize the existing large-format retail and office sites within the City that remain largely auto-oriented, and to encourage their transformation into mixed-use centers that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity. The district is also intended to:

- a) Improve the quality of landscaping, site design and urban design within commercial centers.
- b) Encourage diversification of land use in commercial centers.
- c) Encourage appropriate transitions between higher-intensity uses and adjacent lower-density residential districts.
- d) Facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans.

The Planning Division believes that the demolition standards could be found met with this proposal. There were no concerns about the demolition of the existing building raised by the Landmarks Commission who found, at their meeting on August 28, that the building had no known historic value. Relocation of the building is not considered a practical option. Additionally, as discussed above, staff believe the proposed building could be found to be compatible with the Comprehensive Plan (2006), which recommends General Commercial development for this site.

Conditional Use Standards

The Plan Commission shall not approve a conditional use without due consideration of adopted plan recommendations and finding that all of the approval standards are met. The Planning Division has particular concerns related to Approval Standards #5 and #9, which are discussed below.

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 applicant is proposing 90 off-street surface parking stalls for 85 units, a ratio of 1.05 stalls per unit. However, on a per bedroom basis – of which there are 288 – this works out to 0.31 stalls per bedroom. While there is no minimum parking requirement for the CC (Commercial Center) District, Staff believe the supply is low, considering the applicant's intent to market the property to Madison College students. Based on the materials currently provided, Staff anticipate that there is the potential to have numerous multiple-car units. Staff believe tenant car ownership rates will be higher than average due to the rather isolated location of this site – in relation to most dining options, grocery stores, etc. Staff understand the applicant has explored shared parking arrangements with other nearby properties, though no formal agreements have yet been created.

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.”*

Staff are concerned that the building and site design, as currently submitted, do not reflect an environment of sustained aesthetic desirability and therefore believes that a number of design-related conditions of approval need to be added. The physical design of the proposed building and site are important for myriad reasons, including for the demolition permit and conditional use requests to be fully consistent with the Statement of Purpose for the Commercial Center (CC) District, which places importance upon the quality of landscaping, site design and urban design within its commercial centers. Staff believe the building’s design and layout are even more important given the prominent location of the subject site along N. Stoughton Road (US Highway 51), and the considerable visibility that a 4-story, roughly 340-foot-long building oriented parallel to N. Stoughton Road, will have.

While the applicant has already worked with City Staff to make several improvements to the building’s design as well as site plan – including simplifying the material palette, adding articulation to the façades, and providing greater uniformity across the design – Staff have several remaining concerns that Staff believe must be addressed before the Planning Division believes this building meets Conditional Use Approval Standard #9.

One of Staff’s greatest concerns is the 1-story bicycle storage room, which conspicuously extends roughly 22 feet farther west than the rest of the façade and roughly 35 feet farther north. While Staff understand that this was the previous location of 113 of the required long-term parking stalls (before it was conveyed to the applicant that these stalls needed to be enclosed with walls in order to adequately protect them from the weather), Staff have great concern with the proposed solution. Staff strongly believe this roughly 2,100-square-foot mass needs to be integrated into the rest of the building’s mass – like the other 24 interior bicycle parking stalls.

Staff are also concerned with the overall composition of the southern elevation, which currently lacks much of the rhythm and order of the other three elevations. For example, whereas the other three have a rather consistent window pattern – horizontally as well as vertically, across the respective façade – the southern elevation has numerous gaps and blank wall sections. Staff do not believe this is acceptable given the building’s prominent southern exposure. Regarding the conspicuous lack of windows at the level of the second floor patio, Staff recommend the applicant explore ways to add windows to the adjacent units while still providing privacy – be it through the use of landscaping, frosted glass, etc. At the ground floor level, Staff have concerns with the windows on both the southern and western elevations of the 1-story commercial space as their size and placement does not relate to anything in the rest of the building, let alone to each other.

Another concern is the 5-story brick element at the building’s southwest corner. While recognizing it is meant to call attention to the building, as well as the main residential entrance – given its location near the site’s primary corner – Staff remain concerned that the residential entrance is still lost in the composition. Furthermore, Staff have concerns about the extension of the brick element above the fourth floor level, especially given its lack of interest as it wraps around to the southern elevation. Staff believe this element could be strengthened but if nothing else, if it is to remain at its currently proposed height, Staff believe the applicant needs to add full brick returns to the rooftop portion of the element to make it appear like an actual volume instead of two tangential veneers. On a related note, while Staff have concerns given the fact that the building has a “base” and “middle”, but lacks a substantial enough “top” (i.e. a “cap” element) to adequately finish off the composition.

Regarding exterior materials, Staff are also concerned with the extensive use of Board & Batten siding as it is a material more typical to barns, farmhouses, or smaller structures, rather than a large 4-story, mixed-use building. Staff recommend the applicant reduce the use of this siding to accents and replace it with additional masonry, metal or other façade materials.

Staff's final concern is the locations of the HVAC wall packs (magic packs) on the western and southern elevations. Staff believe the applicant needs to better locate these units in order to minimize their exposure toward N. Stoughton Road and Bartillon Drive, particularly from the building's southwest.

Based on discussions with the applicant, Staff anticipates that the applicant may be preparing revisions to the plans. If these are submitted in advance of the meeting, they would be accompanied by a staff report addendum.

Public Input

At the time of report writing, staff is unaware of any comments from the public.

Conclusion

The applicant is seeking a demolition permit and two conditional use approvals – to allow the construction of a building with over eight (8) dwelling units and to allow the construction of a multi-tenant building exceeding 40,000 square feet of floor area – in order to construct a four-story, mixed-use building with 2,620 square feet of commercial space and 85 apartments in the Commercial Center (CC) Zoning District at 1902 Bartillon Drive.

Upon initial meetings with the Planning Division, staff concerns were raised regarding introducing a large residential or mixed-use development this development at this location. While the development sits near a medium density neighborhood and is in close geographic proximity to Madison College and Reindahl Park, the building is also adjacent to Stoughton Road, which provides several challenges to siting a residential development. Based on these factors, staff noted that a project would need to be well-designed and thoughtfully integrate features and amenities to create an appropriate residential setting.

As proposed, Staff believe the demolition standards could be found met with this proposal, though staff do not believe the Conditional Use Standards #5 and #9 are currently met.

Staff have had extensive discussions with the development team and appreciates the development team's willingness to work to address architectural changes that could address the aesthetic and design concerns. At the time of report writing, Staff anticipate that the applicant may be preparing revisions to the plans. Staff have presented several specific design recommendations that they believe are necessary to meet Conditional Use Standard #9:

- The applicant shall remove the one-story bicycle projection and integrate all of the long-term bicycle stalls into the main massing of the building.
- The applicant shall only use board and batten siding as an elevation accent material. Other materials more reflective of a building of this size and scale will be required.
- The applicant shall add a more prominent "cap" element to the top of the building.
- The applicant shall make the building's main residential entry a more prominent feature.

- The applicant shall improve the composition of the prominent, south-facing façade as it lacks any of the rhythm and order of the other three elevations. This shall include additional fenestration (for the rooftop patio area, adding windows to the adjacent units while still providing privacy – be it through the use of landscaping, frosted glass); reduction in height and inclusion of returns at the rooftop level; revision to materials to replace board and batten and replace with additional masonry, metal or other façade materials; etc.
- The applicant shall utilize windows in the commercial portion of the building which better relate to the style and spacing of the rest of the building.
- The applicant shall locate the HVAC wall packs (magic packs) on the western and southern elevations to minimize their exposure toward N. Stoughton Road and Bartillon Drive, particularly from the building's southwest.
- All changes in material shall be accompanied with at least a 3-inch change of plane.

In regards to Conditional Use Standard #5, Staff have questions regarding the overall adequacy of parking. As discussed in this report, the proposal includes 90 off-street parking stalls to serve 85 units. While the Zoning Code does not have a minimum parking requirement for this development, this Conditional Use standard requires a Plan Commission finding that there are adequate improvements, including parking supply, to support the development. Due to the nature of this development being marketed to students, and that there are 288 bedrooms proposed, staff question the adequacy of this supply. Staff notes there is limited on-street parking available on Bartillon Drive, though the applicant has indicated they have been exploring options to secure additional off-site parking nearby.

The Plan Commission has multiple options with this request. Should the Commission find that the standards are met, including the adequacy of parking, this item could be approved subject to the detailed conditions recommended below. If the Commission has further concerns on the aesthetic components that aren't found to be adequately addressed through the recommended conditions, the Zoning Ordinance also allows the proposal to be referred to the Urban Design Commission for an advisory opinion. As with any request, if the proposal can't be found to meet the standards, even with conditions, the request could be referred for more significant modifications or placed on file.

Recommendation

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

While Planning Division believes the demolition standards could be found met with this proposal, the Planning Division does not conclude that Conditional Use Standards #5 and #9 are currently met, as discussed in this report. Should the Plan Commission find the recommended approval conditions adequately address the standards, it should approve the project subject to the conditions recommended by reviewing agencies and input at the public hearing. In the alternative, if the Plan Commission believes input from the Urban Design Commission is necessary in order to find Conditional Use Standard #9 is met, the Zoning Code allows the project to be referred to the Urban Design Commission for an advisory opinion. Staff note that if the Plan Commission is unable to find the standards are met, this item could be referred for more significant alterations or placed on file, subject to stating findings of fact including listing the standards that have not been met and the reasons such standards were not met.

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

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

1. In order to meet Conditional Use Conditional Use Approval Standard #9, the applicant shall revise plans per Planning Divisions approval to address the following:

- a) The applicant shall remove the one-story bicycle projection and integrate all of the long-term bicycle stalls into the main massing of the building.
- b) The applicant shall only use board and batten siding as an elevation accent material. Other materials more reflective of a building of this size and scale will be required.
- c) The applicant shall add a more prominent “cap” element to the top of the building.
- d) The applicant shall make the building’s main residential entry a more prominent feature.
- e) The applicant shall improve the composition of the prominent, south-facing façade as it lacks any of the rhythm and order of the other three elevations. This shall include additional fenestration (for the rooftop patio area, adding windows to the adjacent units while still providing privacy – be it through the use of landscaping, frosted glass); reduction in height and inclusion of returns at the rooftop level; revision to materials to replace board and batten and replace with additional masonry, metal or other façade materials; etc.
- f) The applicant shall utilize windows in the commercial portion of the building which better relate to the style and spacing of the rest of the building.
- g) The applicant shall locate the HVAC wall packs (magic packs) on the western and southern elevations to minimize their exposure toward N. Stoughton Road and Bartillon Drive, particularly from the building’s southwest.
- h) All changes in material shall be accompanied with at least a 3-inch change of plane.

2. Reductions of greater than five (5) to the number of approved off-street, surface parking stalls during the final site plan review will be considered a Major Alteration to the Conditional Use and require Plan Commission approval.

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

3. Because of the size of the proposed development, developer may be required to build offsite sewer improvements (install a larger diameter sewer across Stoughton Road with a pipe burst). Applicant shall submit the projected wastewater flow calculations for the development. The City will televise the sewer across Stoughton Road and take flow depths to determine how the sewer is performing.

4. Prior to approval, the owner or owner's representative shall obtain a permit to plug each existing sanitary sewer lateral that serves a building which is proposed for demolition. For each lateral to be plugged the owner shall complete a sewer lateral plugging application and pay the applicable permit fees. The permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>. (MGO CH 35.02(14))

5. All outstanding 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. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service. (POLICY)
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. The project will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR in order to comply with TMDL limits.
8. The Applicant shall submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the Engineering Division with any private storm and sanitary sewer utilities. The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number:
 - a) Building Footprints
 - b) Internal Walkway Areas
 - c) Internal Site Parking Areas
 - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
 - e) Right-of-Way lines (public and private)
 - f) Lot lines or parcel lines if unplatted
 - g) Lot numbers or the words unplatted
 - h) Lot/Plat dimensions
 - i) Street names
 - j) Private on-site sanitary sewer utilities (including all connections to public sanitary)
 - k) Private on-site storm sewer utilities (including all connections to public storm)

All other levels (contours, elevations, etc.) are not to be included with this file submittal.

NOTE: Email CAD file transmissions are preferred to: bstanley@cityofmadison.com (East) or troester@cityofmadison.com (West). Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement, private on-site sanitary sewer utilities, or private on-site storm sewer utilities during construction will require a new CAD file.

9. The applicant shall 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 troester@cityofmadison.com (West). The digital copies shall be to scale, and shall have a scale bar on the plan set. (POLICY and MGO 37.09(2)) PDF submittals shall contain the following information:
 - a) Building Footprints
 - b) Internal Walkway Areas
 - c) Internal Site Parking Areas
 - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
 - e) Right-of-Way lines (public and private)
 - f) Lot lines or parcel lines if unplatted
 - g) Lot numbers or the words unplatted
 - h) Lot/Plat dimensions
 - i) Street names
 - j) Stormwater Management Facilities
 - k) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

10. The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including: a) SLAMM DAT files; b) RECARGA files; c) TR-55/HYDROCAD/Etc.; d) Sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided. (POLICY and MGO 37.09(2))
11. This project appears to require construction dewatering. A dewatering plan shall be submitted to City Engineering as part of the Erosion Control Permit application and plan. 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.
12. 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. Include copies of all stormwater, utility, and detail plan sheets that contain stormwater practices on 8.5x14 size paper in the draft document. These drawings do not need to be to scale as they are for informational purposes only. Once City Engineering staff have reviewed the draft document and approved it with any required revisions submit a signed and notarized original copy to City Engineering. Include a check for \$30.00 made out to Dane County Register of Deeds for the recording fee. City Engineering will forward the document and fee for recording at the time of issuance of the stormwater management permit. Draft document can be emailed to Tim Troester (west) at ttroester@cityofmadison.com, or Jeff Benedict at jbenedict@cityofmadison.com final document and fee should be submitted to City Engineering.
13. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
14. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION)
15. This project will require a concrete management plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. (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 Reduce TSS by 80% off of the proposed development when compared with the existing site.
17. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to treat the first 1/2 inch of runoff from the parking lot for oil/grease.
18. Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website - as required by Chapter 37 of the Madison General Ordinances.

19. The construction of this project will require that the applicant shall enter into a City / Developer agreement for the required infrastructure improvements. The applicant shall contact City Engineering to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. Obtaining a developer's agreement generally takes approximately 4-6 weeks, minimum. (MGO 16.23(9)c)
20. The approval of this zoning approval does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. (MGO 16.23(9)(d)(6))
21. The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development. (POLICY)
22. The Applicant shall Construct Sidewalk along Bartillon Drive to a plan approved by the City.

City Engineering – Mapping (Contact Jeffrey Quamme, (608) 266-4097)

23. The proposed bio-retention basin in the southwest corner of the site is in very near proximity to public sanitary sewer and water main facilities within a recorded easement. Applicant shall obtain approval of the basin at the proposed location with City Engineering Sewer staff and the Madison Water Utility. If the location is approved within the easement, applicant shall provide a map exhibit showing the proposed basin and parking lot facilities within the existing Public Sanitary, Storm and Water Easement per Doc No. 2166104 and \$500 to Jeff Quamme. He will set up a Real Estate Project for a Consent to Occupy Easement Agreement setting forth conditions for the improvements within the recorded easement.
 24. As discussed previously at the DAT Meeting, the proposed new building will cross an underlying platted lot line. Current fire code and City enforcement requires the underlying platted lot line be dissolved by Certified Survey Map (CSM) prior to issuance of a building permit. A CSM and required supporting information shall be prepared and submitted to the City of Madison Planning Department. The CSM shall be approved by the City and recorded with the Dane County Register of Deeds prior to issuance of a building permit.
25. All sheets of the site plan shall show the 42' building setback line along USH 51 per the plat of Kinsman Business Park.
 26. The address of 1902 Bartillon Dr will be retired with the demolition of the bar. The address of the proposed building is 1904 Bartillon Drive. 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.

27. Submit a Floor Plan in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floor plan for each floor on a separate sheet for the development of a complete interior addressing plan. 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 application submittal for the final Site Plan Approval with Zoning. The approved Addressing Plan shall be included in the final application.

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 final revised Addressing Plan shall be submitted by the applicant to Zoning to be attached to the final filed approved site plans.

28. The applicant shall Dedicate a Permanent Limited Easement for grading and sloping ten (10) feet wide along N. Stoughton Road. (MGO 16.23(3)(a)(2)(c) (plats) & 16.23(5)(g)1 (CSM))
29. The retaining wall along the west side of the parking lot is within a public utility easement. Applicant shall contact utilities serving this area to coordinate the retaining wall construction within the easement area and any requirements. Proof of contact shall be provided.

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

30. This site has the potential to be affected by a future Wisconsin Department of Transportation project. The applicant shall submit the plan to be reviewed by the Wisconsin Department of Transportation, upon review by the Wisconsin Department of Transportation, the applicant shall submit to the City of Madison Traffic Engineering Department documentation of approval to be placed on file with Traffic Engineering.

31. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
32. 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.
33. 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.
34. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
35. All bicycle parking adjacent pedestrian walkways shall have a 2-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.

36. 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.
37. "Stop" signs shall be installed at a height of seven (7) feet 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.
38. 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.
39. 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.
40. The applicant shall work with Traffic Engineering to provide pedestrian access from the proposed Bartillon Drive sidewalk to the building entrance
41. The applicant shall construct a sidewalk along the N. Stoughton Road frontage of their property. The applicant shall work with Traffic Engineering to provide pedestrian access from the proposed N Stoughton Road sidewalk to the building entrance.

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

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| <p>42. The proposed 85 residential units require 26,240 square feet of usable open space. Usable open space cannot include areas within the required street side yard setback extended to the rear property line, or areas of less than 8 feet in width. Show revised usable open space calculations, subtracting those areas.</p> |
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43. Provide details showing that the primary street façade meets the door and window opening requirements of Section 28.060(2)(d). For nonresidential uses at ground floor level, windows and doors or other openings shall comprise at least sixty percent (60%) of the length and at least forty percent (40%) of the area of the ground floor of the primary street facade. At least fifty percent (50%) of windows on the primary street facade shall have the lower sill within three (3) feet of grade. 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.
 44. Submit a rooftop plan showing the location of any proposed rooftop mechanical equipment and screening. All rooftop equipment shall be screened from view from adjacent streets and public rights-of-way per Sections 28.060(2)(f) and 28.142(9)(d). Screens shall be of durable, permanent materials that are compatible with the primary building materials.
 45. Bicycle parking for this project shall be provided per Section 28.141(4) and Table 28I-3 as uses are established for the various spaces in the development. Per Section 28.141(11), required bicycle parking shall comply with short and long-term bicycle parking requirements for both residential and non-residential uses, to be shown on the final plan sets. Show the dimensions of the bicycle stalls and the access aisles. Note: A bicycle stall is a minimum two (2) feet by six (6) feet with a five (5) foot wide access area. The access aisle must not be obstructed by vehicles, columns or other structures. Provide a detail of the proposed bike rack including any structured or wall mount bike racks.

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

46. Please consider allowing Madison Fire Dept. to conduct training sequences prior to demolition. Contact MFD Training Division to discuss possibilities: Division Chief Tracy Burrus at tburrus@cityofmadison.com or (608)266-5959.

Parks/Forestry Review (Contact Kate Kane, (608) 261-9671)

47. 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# 18148 when contacting Parks about this project.
48. An existing inventory of trees (location, species, & DBH) and any tree removal plans (in PDF format) shall be submitted to the plans and Brad Hofmann – bhofmann@cityofmadison.com or 266-4816. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Approval and permitting of street tree removals shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. City street trees may become removals with replacement trees as part of the project depending on sidewalk location and grading associated with installation of sidewalk. This would include 5 trees from the bus stop south of property line to the driveway.
49. Existing street trees shall be protected. Please include the following note on the site plan: Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City Forestry (266-4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry prior to the start of construction. Tree protection specifications can be found in section 107.13 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2018/Part1.pdf>. Any tree removals that are required for construction after the development plan is approved will require at least a 72 hour wait period before a tree removal permit can be issued by Forestry, to notify the Alder of the change in the tree plan.

Water Utility (Contact Adam Wiederhoeft, (608) 266-9121)

50. 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/plumberscontractors>), 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.
51. 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, (608) 261-4289)

52. In coordination with public works improvements, the applicant shall install a wheelchair accessible connection to the public sidewalk network, that connects with existing Metro Transit bus stop locations at the Kinsman Boulevard and Bartillon Drive intersection. This connection might occur at the northwest corner of the property, where existing public sidewalk along the east side of Stoughton Road coming south from Kinsman Boulevard, terminates at the northern property line (adjacent restaurant parcel).

53. 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 and approve the design.

54. Metro Transit operates daily transit service through the Kinsman Boulevard and Bartillon Drive intersection. Bus stop ID #9797 is on the south side of Kinsman Boulevard, and Bus stop ID #9373 is on the east side of Bartillon Drive south of Kinsman Boulevard.