



**Project Address:** 5614 Schroeder Road (13<sup>th</sup> Aldermanic District – Ald. Furman)

**Application Type:** Conditional Use

**Legistar File ID #** [53611](#)

**Prepared By:** Colin Punt, Planning Division  
Report includes comments from other City agencies, as noted.

**Reviewed By:** Kevin Firchow, AICP, Principal Planner

## Summary

**Applicant:** Helen Bradbury; Stone House Development, Inc.; 1010 E. Washington Ave.; Madison, WI 53703

**Contact:** Brian Stoddard; Knothe & Bruce Architects, LLC; 7601 University Ave #201; Middleton, WI 53562

**Owner:** Haker Investments, LLC; 1401 S Whitney Way, Madison, WI 53711

**Requested Action:** Approval of a demolition permit to demolish an existing restaurant building and consideration of the following conditional uses to construct a four-story 96-unit mixed use building with 4,000 square feet of rentable commercial space at 5614 Schroeder Road:

1. A mixed-use building with over 24 dwelling units in the Commercial Corridor-Transitional (CC-T) District;
2. A multi-tenant building in the CC-T District exceeding 40,000 square feet floor area;
3. A building in the CC-T District with non-residential uses constituting less than 75-percent of the building's ground-floor area; and
4. A building in the CC-T District with non-residential uses constituting less than 75-percent of the building's ground-floor frontage facing the primary street.

**Proposal Summary:** The applicant is seeking approval to demolish an existing 10,000-square-foot restaurant building and construct a four-story, 96-unit mixed-use building with 4,000 square feet of leasable commercial space and parking on the lower level in Urban Design District #2. Construction is scheduled to begin in early 2019 with completion in late 2019.

**Applicable Regulations & Standards:** Section 28.185 M.G.O. provides the process for demolition and removal permits. Section 28.183 M.G.O. provides the process and standards for the approval of conditional uses. The four conditional uses listed above are found in Sections 28.061 and 28.067 M.G.O. These conditional uses are also subject to the supplemental regulations in Section 28.151 M.G.O. Section 33.24 M.G.O. provides the Urban Design review process and standards for UDD #2.

**Review Required By:** Urban Design Commission and Plan Commission.

**Summary Recommendations:** The Planning Division recommends that the Plan Commission find the standards met and **approve** a demolition permit and conditional uses to construct a four-story mixed use building with 96 units and 4,000 square feet commercial space at 5614 Schroeder Road subject to input at the public hearing and the conditions from reviewing agencies in this report.

**Background Information**

**Parcel Location:** The subject site is a 91,036 square-foot (2.09-acre) parcel located at north side of Schroeder Road, immediately east of Schroeder Court, south of the West Beltline Highway. It is within Aldermanic District 19 (Ald. Furman), Urban Design District 2, and the Madison Metropolitan School District.

**Existing Conditions and Land Use:** The site is currently occupied by a 9,680-square foot one-story restaurant building and a large (120-space) parking lot. The site is zoned CC-T (Commercial Corridor-Transitional District).

**Surrounding Land Uses and Zoning:**

**North:** An office building zoned CC-T (Commercial Corridor-Transitional District), with the West Beltline Highway beyond;

**West:** Across Schroeder Court, apartment buildings zoned SR-V2 (Suburban Residential – Variable 2 District);

**South:** A golf course and recreation/amusement area zoned PR (Parks and Recreation District); and

**East:** Two small commercial buildings zoned CC-T (Commercial Corridor-Transitional District).

**Adopted Land Use Plan:** The [Comprehensive Plan](#) (2018) identifies the subject site and the adjacent properties to the east and those south of Schroeder Road as Community Mixed-Use (CMU). The [Southwest Neighborhood Plan](#) (2009) does not provide any other land use recommendations for this area.

**Zoning Summary:** The subject property is zoned CC-T (Commercial Corridor-Transitional District):

Requirements	Required	Proposed
Lot Area	None	91,036 sq ft
Lot width	None	303.9 ft
Usable open space	23,680 sq ft	36,003 sq ft
Lot coverage	85%	65%
Front yard	50% of building at 25 ft max	17 ft
Side yards	None	17.1 ft
Rear yard	20 ft	22.2 ft
Building height	5 stories/68 ft	4 stories

Site Design	Required	Proposed
Number parking stalls	No minimum, 240 maximum	144
Accessible stalls	4	4
Loading	No	No
Number bike parking stalls	114	116
Landscaping	Yes	Yes
Lighting	Yes	Yes

<b>Other Critical Zoning Items</b>	Urban Design District 2, Utility Easements, Wellhead Protection District 12
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*Table prepared by Jacob Moskowitz, Assistant Zoning Administrator*

**Environmental Corridor Status:** The property is not located within a mapped environmental corridor.

**Public Utilities and Services:** The site is served by a full range of urban services.

## Project Description

The applicant is seeking a demolition permit for an existing 10,000 square foot restaurant building. In its place, the applicant is seeking conditional use approval to construct a four-story mixed-use building with 96 dwelling units of affordable workforce housing, a 4,000-square-foot leasable commercial space, and lower-level parking. Construction is scheduled to begin in early 2019 with completion in fall 2019. The site is zoned CC-T (Commercial Corridor-Transitional District).

The proposed development includes a four-story “U”-shaped building with an interior courtyard facing to the east. The building has a mix of 44 one-bedroom units, 37 two-bedroom units, and 15 three-bedroom units. The ground floor units on the east side of the building and within the courtyard, many of which are three-bedroom two-floor townhouse units have individual exterior entrances. The main entry to the building is within the center of the courtyard, near the community room, exercise room, and other residential amenities. The interior courtyard contains a children’s play area and outdoor grilling and seating amenities. A community garden space is located on the northern of the site, east of the building.

A commercial space slightly less than half the size of the existing restaurant building is proposed for the southeast corner of the building, along Schroeder Road and near the parking lot. An outdoor eating patio wraps around the south and east sides of the commercial space. A tenant for the commercial space has not been identified at this time, but may be similar to the existing restaurant on the site. A conditional use for an outdoor eating area, and possibly for the establishment, will be required when a tenant has been selected.

The exterior of the proposed building is characterized predominantly by brick veneer, with two colors of horizontal fiber-cement siding. Accent materials include composite panels, composite trim, and metal panels. The second and third stories provide articulation and modulation to the primary facades. Additional insets on the first and fourth stories provide space for porches and balconies. The four exterior corners and the center of the western elevation also feature roofline extensions that cap the building.

There are 82 residential parking spaces provided under the building, accessed via a driveway connecting to Schroeder Court. Surface parking, for both the residential and commercial uses, is available in the 62-stall parking lot running along the eastern lot line. Nineteen of the surface stalls are immediately adjacent to the commercial space. The proposal also provides 99 bicycle parking stalls in the underground parking level and 17 surface bicycle parking stalls for residents, guests, and the commercial space.

The proposal is intended to provide affordable housing to a range of family sizes and income levels. The project is proposed to be financed with the assistance of federal Low Income Housing Tax Credits administered by the Wisconsin Housing and Economic Development Authority (WHEDA). The proposal has also been selected by the City of Madison CDBG Committee for funding through the City’s Affordable Housing Fund. The project site is within the 2018 Affordable Housing Targeted Area Map’s “Preferred Areas” for new construction. These areas are chosen due to proximity and access to transit and transportation, employment, and daily needs for living, such as groceries. Of the 96 units, 81 will be income restricted, including all of the three-bedroom townhouse units. The income limits for income restricted units will range from 30% to 60% of the Dane County Median income.

Following an initial review, Planning Staff made several recommendations to the applicant, who submitted a revised set of plans for Urban Design Commission. The updated floor plans, elevations, and renderings reviewed by the UDC have been included in the Plan Commission’s packet of materials.

## Analysis & Conclusion

This request is subject to the standards for demolition permits and conditional uses. This section begins with adopted plan recommendations.

### Adopted Plan Recommendations

In regards to adopted plan recommendations, The [Comprehensive Plan](#) (2018) identifies the subject site and the property immediately to the east and south (across Schroeder Road) as Community Mixed-Use (CMU). The properties immediately to the north are designated as Employment, while the west side of Schroeder Court is designated as Medium Residential. The CMU category supports an intensive mix of residential, commercial, and civic uses serving residents and visitors from both the neighborhood and community as a whole. CMU areas should create a walkable node, and development should be transit-oriented. Building heights between two and six stories are expected of new construction, with a residential density limit of 130 units per acre.

### Demolition Permit Standards

In order to approve a demolition request, M.G.O §28.185(7) requires that the Plan Commission must find that the requested demolition and proposed use are compatible with the purpose of the demolition section of the zoning code and the intent and purpose of the CC-T (Commercial Corridor-Transitional) Zoning District. Per MGO §28.067(1), the CC-T district is established to “recognize the many commercial corridors within the City that remain largely auto-oriented, and to encourage their transformation into mixed-use corridors that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity. The district is also intended to:

- Improve the quality of landscaping, site design and urban design along these corridors.
- Maintain the viability of existing residential uses located along predominantly commercial corridors.
- Encourage appropriate transitions between higher-intensity uses along commercial corridors and adjacent lower-density residential districts.
- 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.
- Structured parking is encouraged.”

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 proposed use following demolition or removal should be compatible with adopted neighborhood plans and the [Comprehensive Plan](#). The proposed multi-story, mixed-use building with structured parking is more consistent with the Comprehensive Plan’s recommendations than the existing single-story restaurant use. The demolition standards also 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. At its September 17, 2018 meeting, the Landmarks Commission found that the existing building is not historically, architecturally, or culturally significant.

The Planning Division believes that the Plan Commission can find the standards for demolition met with the request to raze the existing building to construct a four-story mixed-use building in its place.

## Conditional Use Standards

The Plan Commission shall not approve a conditional use without due consideration of the City's adopted plan recommendations, design guidelines, supplemental regulations, and finding that all of the conditional use standards of M.G.O. §28.183(6) are met. This proposal requires three conditional use approvals. A mixed-use building greater than 24 units is a conditional use in the CC-T (Commercial Corridor-Transitional) zoning district per MGO 28.061(1). At least 75% of the ground floor area in a mixed-use building must be for non-residential uses and 75% of the ground floor frontage facing the primary street shall be non-residential, unless approved with a conditional use (also MGO 28.061(1)). Finally, a multi-tenant building exceeding 40,000 square feet (MGO 28.067(4)(a)) also requires conditional use approval in the CC-T district. These conditional uses all subject the proposal to the supplemental regulations in Section 28.151.

Staff notes two primary considerations regarding the conditional use standards.

Conditional Use approval standard #5 requires that "adequate utilities, access roads, drainage, parking supply, internal circulation improvements...and other necessary site improvements have been or are being provided." Sufficient parking and traffic changes, and their impacts on the surrounding neighborhood have been issues commonly cited amongst residents attending neighborhood meetings and providing written comments. There is no minimum off-street parking requirement in the CC-T zoning district, except for restaurants or taverns within 300 feet of an existing restaurant or tavern. The proposed commercial space is within 300 feet of the La Nopalera restaurant at 5606 Schroeder Road. Using Babes current capacity (472) as a guide, the seating capacity of a restaurant in the proposed space is estimated to be approximately 200 persons, requiring a minimum of 30 parking spaces, less than half the number of surface spaces provided. Staff has reviewed 37 projects approved between the beginning of 2016 and mid-2018 representing multifamily buildings with 3-bedroom units, buildings with income-restricted units, and mixed-use buildings to identify the amount of parking typically provided. The range of parking ratios for all individual buildings varied considerably. However, the category of development that most closely relates to this proposal; mixed use buildings with one-, two-, and three-bedroom units (n=12); averaged 1.47 parking spaces per unit and 0.97 spaces per bedroom. For a proposal such as this, these parking ratios translate to a range of 141 to 158 parking spaces. As such, staff believes the 144 spaces provided are within the range of other similar recently approved proposals. Traffic Engineering staff believes that due to the change in use to a predominantly residential use and the smaller commercial space, traffic impacts will be minimal or may actually be less than the existing use. While the proposed residential uses may cause small increases in traffic throughout the day, traffic is expected to decline during lunchtime, evening, and weekends due to the much smaller commercial space. Though areas of Schroeder Road, specifically nearer its intersections with Gammon and Whitney Way, experience congestion, Staff believes this proposal will not create an undue additional burden on the road network.

In reference to standard of approval #9, which requires the project "create 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 Urban Design Commission granted the proposal final approval at its December 5, 2018 meeting. Staff had previously suggested that the overhangs that cap the towers at the corners of the building and the center of the west façade, while appropriate architectural features, were too large and overpower the design. The applicant's design team made changes to bring these features into scale. A secondary building entrance or other public-facing programmatic or architectural feature has been added at the southwest corner to better activate the corner of Schroeder Road and Schroeder Court at the request of staff. Staff has suggested to the applicant that the first floor residential patios along the south facade could be converted to true stoops to improve connectivity, permeability, and activation of the street-facing façade. However, the applicant has concerns that these private entrances would be too near the commercial entrance

and future outdoor eating patio and that the proximity to a collector like Schroeder Road may create a safety issue for families with children living in these units. Because of the length of this portion of the building and other features of this facade, staff does not believe it is imperative to add the private residential entrances. Finally, staff notes that plans do not depict HVAC penetrations or louvers. Staff have recommended their standard condition noting that the future addition of these on street-facing walls will require consideration of a conditional use alteration.

Staff believes all other standards can be found met or are not applicable to this proposal. Staff also notes that while a restaurant is intended for the commercial space, no tenant has been identified. Any necessary conditional use approvals for that user will be reviewed at the appropriate time.

## **Urban Design District No. 2**

The subject site is also located in Urban Design District 2 (“UDD 2”). Section 33.24(9) provides the Urban Design review process and standards for UDD #2. All development in UDD 2, including, but not limited to, new buildings or structures, additions to existing buildings or structures, and major exterior alterations of existing buildings or structures, requires approval by the Urban Design Commission or its Secretary. The statement of purpose for UDD 2 states that it is intended “to make the Schroeder Road/Watts Road area and adjacent properties between Gammon Road and Whitney Way an attractive visual experience and to establish guidelines which insure that commercial, industrial, and residential development can occur which complement the existing development in the district. Design guidelines and criteria are therefore hereby established to assist area property owners in the City of Madison, Dane County, Town of Madison, and Town of Middleton in improving and developing all properties within this area. In addition, the district is designed to develop a sense of identity among the people that live and work in the district.” UDD 2 includes a series of relatively prescriptive design requirements and guidelines that would govern the future reuse of the subject site. Those provisions, which are fully enumerated in MGO Section 33.24(9)(d), include grading, landscaping, lighting of building facades and site lighting, signage, screening, and building design.

The Urban Design Commission reviewed the proposal at its December 5, 2018 meeting. With comments requiring the landscape plan be coordinated with the updated corner entrance, landscape screening be enhanced along the adjacent parking lots, and landscaping in the courtyard entrance be enhanced, the Urban Design Commission granted the proposal final approval.

## **Conclusion**

On balance, staff believes that the applicable approval standards can be found to be met. Staff believes the proposal’s scale amongst neighboring properties and the appropriateness of a mixed-income workforce housing should be considered in relation to the standards. A time of report writing, staff has received numerous written comments, which are included with the Plan Commission materials.

## **Recommendation**

### **Planning Division Recommendations** (Contact Colin Punt 243-0455)

The Planning Division recommends that the Plan Commission find the standards met and **approve** a demolition permit to demolish a commercial building and a conditional use to construct a four-story 96-unit building at 5614 Schroeder Road subject to input at the public hearing and the following conditions:

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

**Planning Division** (Contact Colin Punt, 243-0455)

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 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. Make the changes and enhancements to the landscaping plan as required by the UDC in its motion for final approval, dated December 5, 2018.

**Zoning Administrator** (Contact Jacob Moskowitz, 266-4560)

3. Section 28.185(7)(a)5 requires that if a demolition or removal permit is approved, it shall not be issued until the reuse and recycling plan is approved by the Recycling Coordinator, Bryan Johnson (608-266-4682).
4. Every person who is required to submit a reuse and recycling plan pursuant to Section 28.185(7)(a)5. shall submit documents showing compliance with the plan within sixty (60) days of completion of demolition.
5. A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
6. No approval for an outdoor eating area is being sought at this time. Any future outdoor eating area will require a new conditional use.
7. As each tenant space is leased, the entire development must reflect compliance in the required amount, type and number of auto and bicycle parking spaces, to be reviewed prior to obtaining zoning approval for each use.

**City Engineering Division** (Contact Tim Troester, 267-1995)

8. 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>.
9. 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.
10. 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.
11. Plan shows using existing sanitary sewer laterals for sanitary sewer service. Recommend installing new lateral. Existing laterals to site are most likely vitrified clay and are not large enough for this redevelopment.

12. 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.
13. 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 ttroester@cityofmadison.com (West). The digital copies shall be to scale, and shall have a scale bar on the plan set. 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 (incl. if applicable planting plans).
14. 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.
15. 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 24-hr, 100-yr design storm. 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.
16. 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.
17. 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>



18. Prior to approval, this project shall comply with Chapter 37 MGO regarding stormwater management. Specifically, this development is required to Reduce TSS by 80% off of the proposed development when compared with the existing site.
19. 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 MGO.
20. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. MGO 37.05(7) This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
21. The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. (MGO 16.23(9)(d)(6)) This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

**City Engineering Division – Mapping Section** (Contact Lori Zenchecko, 266-5952)

22. The proposed parking lot and curbing encroach into the Public Utility Easement along the east side of this site. The applicant/owner is responsible to contact the affected utility companies to coordinate and obtain permission to place the improvements over the existing underground facilities.
23. 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.
24. The address of 5614 Schroeder Rd will be retired with the demolition of the existing building. The base address for the apartments is 5630 Schroeder Rd. Some of the townhouses & the commercial address will be determined when the official addressing plan is created and approved.
25. 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.
26. Submit a Floor Plan in PDF format to Lori Zenchenko ([lzenchenko@cityofmadison.com](mailto: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.

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

27. 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; 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.
28. 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.
29. 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.
30. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
31. The applicant(s) shall maintain a 5 foot wide, Americans with Disabilities Act (ADA) compliant, pedestrian walkway for the duration of the project on all street frontages classified as a collector or higher. The applicant shall also maintain a 5 foot wide bicycle lane for the duration of the project on all street frontages with existing bicycle facilities. Exceptions to this requirement may be granted by Traffic Engineering on a limited term basis if and when the applicant can show a public safety concern and they also provide a clear date when the pedestrian/bicycle facilities are to be restored. All closures shall be designed by the applicant, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), to be submitted and approved by Traffic Engineering.
32. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
33. 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.
34. 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.
35. Include a parking plan demonstrating how specific stalls, to be used by the commercial site, will be reserved. Include any signage to be used to achieve this goal in the submitted plans.
36. Secure parking facility. This is usually done with continuous six (6) inch curb, timbers, preformed wheel stops, guardrail erected at a height of eighteen (18) inches or fencing of sufficient strength to act as a vehicle bumper.

37. The applicant shall provide a pedestrian connection from Schroeder Court to the Northwest corner of the parking lot.
38. 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.

**Fire Department** (Contact Bill Sullivan, 261-9658)

39. 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](mailto:tburrus@cityofmadison.com) or (608)266-5959.

**Madison Metro** (Contact Timothy Sobota, 261-4289)

40. Metro Transit provides daily bus service along Schroeder Road, at stops just to the west and east of the project site. Trips operate at least once every 30 minutes on weekdays, but only hourly on weekends.

**Parks/Forestry Division** (Contact Sarah Lerner, 261-4281)

41. Pursuant to the authority established under Wis. Stat. § 66.0617(7), and in the interests of promoting the development of low-cost housing in the City, low-cost housing is exempt from the park impact fees beginning January 1, 2017. This exemption only applies to those dwelling units or bedrooms within a development that are determined to be low-cost housing. This exemption does not extend to the land dedication requirements set forth under Sec. 16.23(8)(f), MGO, nor any other impact fees that may apply to a development.
42. The park impact fee will be exempt for developments that meet the "low-cost housing" requirements, as defined as rental or owner-occupied housing units that are affordable, as that term is defined in Sec. 4.22(2), MGO, and which meet the deed restriction requirements of Sec. 4.22(7). The determination whether a proposed development will create low-cost housing, and how much low-cost housing it will create, shall be made by the Community Development Division.
43. 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 that is not exempted. This development is within the West Park -Infrastructure Impact Fee district. Please reference ID# 18167 when contacting Parks about this project.
44. 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](mailto: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.
45. Existing street trees shall be protected. Please include the following note on the site plan: Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet

of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City Forestry (266- 4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry 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.

46. Contractor shall contact City Forestry Brad Hofmann [bhofmann@cityofmadison.com](mailto:bhofmann@cityofmadison.com) or 266-4816 at least one week prior to planting to schedule inspecting the nursery stock and review planting specifications with the landscaper.
47. Additional street trees are needed for this project. All street tree planting locations and trees species within the right of way shall be determined by City Forestry. Please submit a site plan (in PDF format) to Brad Hofmann – [bhofmann@cityofmadison.com](mailto:bhofmann@cityofmadison.com) or 266-4816. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction.

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

48. This property is in a Wellhead Protection District–Zone (WP-12). The Applicant shall provide the Madison Water Utility with confirmation that no hazardous and/or toxic materials will be stored on site, and that all proposed uses of this site comply with the City of Madison Wellhead Protection Ordinance. Any future change in use for this property will require review by the Madison Water Utility General Manager or his designated representative. Contact Adam Wiederhoeft at [awiederhoeft@madisonwater.org](mailto:awiederhoeft@madisonwater.org) for additional information, including a summary of the submittal requirements.
49. The site utility plan depicts water service is to be provided by reconnecting to an existing 1966 3/4-IN diameter water lateral. Please revise site utility plan to depict correct location for new water service lateral and size required, or confirm intent to connect to existing 3/4-IN diameter copper lateral.
  50. 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.
  51. 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.
  52. Madison Water Utility will be required to sign off as part of the approval review associated with this Land Use Application/Site Plan Review prior to the issuance of building permits for the proposed development.