



PREPARED FOR THE PLAN COMMISSION

Project Address: 5006 Hammersley Road (District 10 – Alder Henak)
Application Type: Zoning Map Amendment and Conditional Use
Legistar File ID # [55829](#) and [55460](#)
Prepared By: Colin Punt, Planning Division
Report Includes Comments from other City Agencies, as noted
Reviewed By: Kevin Firchow, AICP, Principal Planner

Summary

Applicant: Edward Linville; Linville Architects LLC; 408 East Wilson Street; Madison WI, 53703

Owner: Robert Keller; 448 W. Washington Avenue; Madison, WI 53703

Requested Action: The applicant requests approval of a zoning map amendment changing the zoning of a parcel at 5006 Hammersley Road from SR-C1 (Suburban Residential – Consistent 1 district) to SR-V1 (Suburban Residential – Variable 1 district) and conditional use approval for a multi-family dwelling within 300 feet of another multi-family dwelling [§28.039(2)(a) M.G.O.].

Proposal Summary: The applicant proposes to build a two-story four-unit residential building on a vacant lot at 5006 Hammersley Road.

Applicable Regulations & Standards: This proposal is subject to the standards for Zoning Map Amendments [§28.182(5) M.G.O.] and Conditional Uses [§28.183(6) M.G.O.].

Review Required By: Plan Commission, Common Council

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the standards for conditional uses are met and **approve** the request to build a two-story four-unit residential building on said lot. Further, the Planning Division recommends that the Plan Commission forward ordinance 28.022-00388 to rezone the property at 5006 Hammersley from SR-C1 to SR-V1 to the Common Council with a recommendation to **approve**. These recommendations are subject to input at the public hearing and the conditions recommended by the reviewing agencies.

Background Information

Parcel Location: The 21,875-square-foot (0.5-acre) subject property is located on the north side of Hammersley Road, immediately east of Whitcomb Drive. The site is in Aldermanic District 10 (Alder Henak) and is within the Madison Metropolitan School District.

Existing Conditions and Land Use: The subject site is currently vacant and zoned SR-C1 (Suburban Residential – Consistent 1 District). A one-story single-family house previously on the property was demolished in 2018.

Surrounding Land Use and Zoning:

North: Single-family homes zoned Suburban Residential – Consistent District 1 (SR-C1) and 16-24 unit apartment buildings zoned Suburban Residential – Varied District 2 (SR-V2) owned by the Applicant;

South: Across Hammersley Road, single-family homes zoned SR-C1;

East: Across Whitcomb Drive, single-family homes zoned SR-C1; and

West: Single-family homes zoned SR-C1.

Adopted Land Use Plan: The [Comprehensive Plan](#) makes a Low Residential (up to 15 dwelling units per acres) land use recommendation for the subject site. The subject site is not within any adopted neighborhood plan.

Zoning Summary: The property is zoned Suburban Residential – Consistent District 1 (SR-C1).

Requirements	Required	Proposed
Lot Area (sq. ft.)	8,000 sq. ft.	21,875 sq. ft.
Lot Width	60'	125'
Front Yard Setback	25'	53.2'
Side Yard Setback	6'/ 15' total	13.7' west Greater than 15' total
Reverse Corner Side Yard Setback	12'	Adequate
Rear Yard Setback	Lesser of 25% lot depth or 30'	Adequate
Usable Open Space	500 sq. ft. per d.u. (2,000 sq. ft.)	Adequate
Maximum Lot Coverage	60%	40.5%
Maximum Building Height	3 stories/ 40'	2 stories

Site Design	Required	Proposed
Number Parking Stalls	Multi-family dwelling: 1 per dwelling (4)	4 garage stalls 3 surface
Accessible Stalls	Yes	1
Loading	None	None
Number Bike Parking Stalls	Multi-family dwelling: 1 per unit up to 2-bedrooms, ½ space per add'l bedroom (4) 1 guest space per 10 units (1) (5 total)	4 garage stalls 4 surface
Landscaping and Screening	Yes	Yes (see zoning comments 6 & 7)
Lighting	Yes	No (see zoning comment 8)
Building Forms	Yes	Small multi-family building

Other Critical Zoning Items	Utility Easements, Barrier Free (ILHR 69)
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Tables Prepared by Jenny Kirchgatter, Assistant Zoning Administrator

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

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

Previous Approvals: A demolition permit for a single-family house previously on the property with no proposed use was approved by the Plan Commission on January 8, 2018. The residence was razed in later in late spring 2018.

Project Description

The applicant proposes to build a two-story, four-unit residential building on a vacant lot at 5006 Hammersley Road. A single-family house previously on this site was razed in 2018.

The proposed building is 5,983 square feet in area. All four units have two bedrooms and two bathrooms and are approximately 1,300 square feet in floor area. Two units are on the ground floor, and two are on the second floor, all accessible from an interior lobby/stair, which in turn is accessed via the front door facing Hammersley Road to the south and the attached garage to the north. The two upper-floor units have elevated decks off the rear of the units, directly above ground-level patios for the lower-level units within the courtyard between the residential units and the garage.

The first floor of the principal residential mass is clad in brick at the front, and lap siding in the rear. The upper floor and the garage are clad with lap siding on the lower half, and stucco on the upper half. Stone, fiber cement panels, and stucco are used as trim and accent materials. The applicant has not provided colors for these materials or paint colors. The asphalt shingle roof of the main portion of the structure is gabled on the west end and hipped on the east end. Similarly, there are two smaller roofed bays on the south facade – the roof of the western bay is gabled and that of the eastern bay is hipped. A notch in the main roof is located directly over the centrally-located front door.

The applicant has indicated that the building and site layout have been designed to maintain most of the existing mature vegetation. The applicant's landscape plan shows eight existing canopy trees, an existing smaller ornamental tree, and one existing Blue Spruce. Small foundation plantings are planned around the base of the building, with small ornamental trees in the courtyards between the residential portion of the building and the garage. A rain garden is proposed for the northeast corner of the site. A five-foot concrete path connects the front door to the sidewalk on Whitcomb Drive. There is no sidewalk currently on Hammersley Road.

Four private garages under a single roof are attached by a corridor at the rear of the principle building. Two units have two-stall garages and two units have single-stall garages. Vehicular access is from Whitcomb Drive. An additional three surface parking stalls, including a van-accessible space, are located behind the garage. Four parking stalls are located directly west of the surface vehicle parking.

The applicant intends to begin construction in summer 2019, with completion by the end of 2019.

Project Analysis

The applicant requests approval of a zoning map amendment changing the zoning of a parcel at 5006 Hammersley Road from SR-C1 (Suburban Residential – Consistent 1 district) to SR-V1 (Suburban Residential – Variable 1 District) and conditional use approval for a multi-family dwelling within 300 feet of another multi-family dwelling [§28.039(2)(a) M.G.O.].

Conformance with Adopted Plans

The [Comprehensive Plan](#) (2018) recommends Low Residential (LR) uses for the subject parcel. An excerpt from the plan including the full LR recommendation is included as an attachment. The plan states that LR areas are predominantly made up of single-family and two-unit structures and is generally limited to two-stories and no

more than 15 dwelling units per acre. Because of its large parcel size, the density of this proposal is less than eight units per acre.

The plan provides some flexibility in considering smaller two-, three-, and four-unit apartment buildings and rowhouses in select situations. The plan states that “smaller two-, three-, and four-unit apartment buildings and rowhouses may be compatible with the LR designation, especially when specified within an adopted neighborhood or special area plan and when constructed to fit within the general “house-like” context of LR areas. While more intense forms of multifamily or mixed-use development may occur as mapped along major corridors adjacent to or running through, LR areas, any infill or redevelopment that occurs within an LR area should be compatible with established neighborhood scale, and consistent with any relevant sub-area plan.” Staff notes that there is not an adopted neighborhood or special area plan that provides more specific land use recommendations for this property.

The aforementioned table of indicators indicates that small multifamily buildings could be permitted in select conditions at up to 30 dwelling units per acre and three stories in height, generally along arterial streets or where these types of buildings are already present or planned within an adopted sub-area plan as part of a pattern of mixed residential development. Staff notes that Hammersley Road is not an arterial street, but is classified as an Urban Collector street, which is a less intensive classification. However, staff note that the subject property abuts two story apartment buildings.

While LR areas are primarily comprised of single and two-family dwellings, staff believes that the proposed request could be found consistent with the general Comprehensive Plan recommendations.

Zoning Map Amendment Standards

The proposal is subject to the standards for Zoning Map Amendments [§28.182(6) M.G.O.]. Map amendments such as this one are legislative decisions of the Common Council, but must be based on public health, safety, and welfare. Further, they must be consistent with the Comprehensive Plan, and shall comply with Wisconsin and federal law.

On balance, Staff believes that it is possible that the Zoning Map Amendment standards could be found met. These standards state that such amendments are legislative decisions of the Common Council that shall be based on public health, safety and welfare, shall be consistent with the Comprehensive Plan, and shall comply with Wisconsin and federal law. Chapter 66.1001(3) of Wisconsin Statutes requires that zoning ordinances (of which the zoning map is part) enacted or amended after January 1, 2010 be consistent with the City’s Comprehensive Plan. 2010 Wisconsin Act 372 clarified “consistent with” as “furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan.” The Comprehensive Plan’s Low Residential (LR) designation indicates that three- and four-unit apartment buildings and rowhouses may be found compatible, especially when constructed to fit within the general “house-like” context of LR areas. Staff has identified several strategies, seen below, to make the proposal more compatible with the existing neighborhood character and the LR designation.

The surrounding context provides some guidance in understanding the issues regarding this request. Hammersley Road is an urban collector with on-street parking and a bike lane, served by two Madison Metro fixed bus routes. The site is less than one-quarter mile from several employment opportunities, and less than one-half mile from a large commercial service and shopping area. Properties to the west along Hammersley Road to the west are predominantly single-family residences on large lots between 16,000 and 67,000 square feet. An eight-unit retirement home is approximately one-quarter mile west on Hammersley Road. Homes to the east on Hammersley are generally more modest, on lots ranging from 12,000 to 38,000 square feet. Less than 300 yards east on

Hammersley Road, the development pattern and zoning turns to a mix of office, commercial, and light industrial employment uses. North on Whitcomb Dive and Whitcomb Circle are a total of 98 units in six apartment buildings, and another 48 units in three condominium buildings. The nine parcels containing 146 multi-family dwelling units directly north and northeast are zoned SR-V2. The single-family dwellings in other directions are zoned SR-C1. The proposed SR-V1 district permits small multi-family buildings up to four-units. The SR-V2 district, which includes the apartment and condominium buildings to the northeast, enables the construction of larger multi-family buildings (up to eight units are permitted, greater than eight units by conditional use). If the parcel was to retain its existing SR-C1 zoning, it could be subdivided into two single-family lots. Under a similar single-family zoning district, such as SR-C2, which is also found in this neighborhood within 350 feet of 5006 Hammersley Road, three single-family lots could be created.

Conditional Use Approval Standards

This proposal is also subject to the standards for Conditional Uses. The SR-V1 zoning district's dispersion requirement prohibits multi-family dwellings within 300 feet of another multi-family dwelling per §28.039(2)(a) M.G.O., unless approved by conditional use. The Plan Commission shall not approve a conditional use without due consideration of the City's adopted plan recommendations, design guidelines, supplemental regulations, and finding that all of the conditional use standards of §28.183(6) M.G.O. are met. Plan recommendations have been discussed above, so this section will focus on the approval standards. Staff believe all applicable standards can be found met, but wish to discuss standard nine.

Standard nine requires the Commission to find that "the project creates an environment of sustained aesthetic desirability" compatible with the area and the zoning district. Staff has identified a number of methods by which the physical form and bulk of the proposed structured can be altered to fit more appropriately within in context along Hammersley Road, though the proposal is much smaller than most of the adjacent development on Whitcomb Drive. The following four paragraphs each address a separate issue staff believes better align the request with this standard.

First, to better integrate the multi-family residential apartment building on a predominantly single-family street, Staff recommends the applicant create separate outdoor entrances on the Hammersley Road façade for the two first floor units. The central entrance would predominantly serve the two upper floor units, and serve as a secondary entrance for the first floor units.

Second, the proposed building is positioned with a 53-foot setback from the front lot line. The adjacent single-family house and those further west appear to have average front setbacks of approximately 70 feet while those to the east have an average front yard setback of approximately 36 feet. The six closest homes on the south side of Hammersley Road have an average front yard setback of about 54 feet. While still maintaining the existing mature canopy trees in the rear yard, it appears the applicant could shift the building back (north) approximately five feet, relocate the bicycle parking, and eliminate or relocate the rear visitor vehicle parking. There are no parking restrictions on the north side of Hammersley Road or most of Whitcomb Drive at this location.

Third, the single-family home immediately west at 5010 Hammersley Road appears to be approximately 23 feet tall (the original building permit does not include building elevations, but lists the house as two-stories with 12-foot average floor heights), while the proposed four-unit building is 27 feet tall. The proposed roofs for the building predominantly have a 6:12 pitch, gabled on the west and hipped on the east of the main roof, and gabled on both ends of the garage roof. The single-family house immediately adjacent to the west has a hipped roof with what appears to be a 3:12 pitch. Staff suggests changing the pitch of the proposed roof to 3:12 or 4:12. This change would lower the total height of the building by approximately three to five feet. Further, by utilizing a hipped roof

on both ends of the main residential portion of the structure, a similar roof pattern would be established with the adjacent house, and the proposed building would appear still less massive. While adjusting the roofline and form, Staff also encourages eliminating the notch above the building's main entrance and choosing a single style for the two small roofs above the bays on the front façade.

Finally, the building envelope for the house at 5010 Hammersley Road is slightly larger than 70 feet wide and 50 feet deep. In comparison, the proposed four-unit building is approximately 100 feet wide and 75 feet deep. Several options would provide the opportunity to make the garage narrower, thereby giving the building a smaller appearance from Whitcomb Drive and approaches along Hammersley Road from the east and west. Providing only a single garage stall to each dwelling unit would obviously result in a smaller footprint. As proposed, the two sides of the garage structure are separated by an unprogrammed space more than 16 feet wide, which appears only to serve as an exit. This space could be narrowed to as little as six feet and enclosed as a hallway. Lastly, flipping the interior single- and exterior two-stall garages would enable the applicant to provide narrower (approximately 12-14 feet), deeper single-stall garages, while maintaining the proposed width (approximately 22 feet) of the two-unit garages. A hipped roof over the garage would also make the structure look smaller.

Public Input

Alder Zachary Henak hosted a neighborhood meeting regarding the proposal on May 15, at which the landowner, project architect, and neighbors (both in support and opposition) spoke about the proposal. At the time of report writing, Staff has received public comment from several parties within the neighborhood, which are attached to the Plan Commission materials.

Conclusion

The applicant is requesting approval of a zoning map amendment changing the zoning of a parcel at 5006 Hammersley Road from SR-C1 to SR-V1 and conditional use approval for a multi-family dwelling within 300 feet of another multi-family dwelling.

On balance, the Planning Division believes that it is possible for the standards for Zoning Map Amendments could be found met with this proposal. As discussed in this report, staff believes that the request could be found consistent with the Low Residential land use designation for the subject site in the Comprehensive Plan, as well as other applicable goals, strategies, and actions in the Comprehensive Plan. While Low Residential-designated areas typically include single- and two-family dwellings, the Plan provides some flexibility to consider three- and four-unit buildings as summarized in this report and attached plan excerpt. The Planning Division has identified several site-specific factors in consideration of this request. The large lot size is similar to the lot pattern in the neighborhood and contributes to a residential density well within the Low Residential designation. The proposal is also adjacent to existing multifamily development of greater density and intensity.

Regarding the conditional use request, the Planning Division believes the approval standards can be found met due to its scale, staff believes that the proposed multi-family building is generally consistent with the Comprehensive Plan. The recommended conditions of approval will assist in making the proposal more consistent with the established development pattern. Staff does not believe it will result in negative impacts on the surrounding properties.

Recommendation

Planning Division Recommendation (Contact Colin Punt, (608) 243-0455)

The Planning Division recommends that the Plan Commission find that the standards for conditional uses are met and **approve** the request to build a two-story four-unit residential building on said lot. Further, the Planning Division recommends that the Plan Commission forward ordinance 28.022-00388 to rezone the property at 5006 Hammersley from SR-C1 to SR-V1 to the Common Council with a recommendation to **approve**. This recommendation is subject to input at the public hearing and the conditions recommended by the reviewing agencies.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded

Planning Division (Contact Colin Punt, (608) 243-0455)

1. Provide separate private entrances on the Hammersley Street façade for the two first-floor units for approval by Planning Division staff.
 2. Shift the building rearward (north) five to seven feet, relocate the bicycle parking, and eliminate or relocate the rear visitor vehicle parking.
 3. Alter the roof to a shallower pitch, and hip the roof on both the east and west ends.
 4. Narrow the total width of the garage appendix by a minimum of four feet.
5. Label colors on building elevations.

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

6. Show the second floor balconies on the site plan and landscape plan. Verify whether there will be first floor patios or decks accessed from the dining rooms. Verify that the proposed landscaping will not be in conflict with the proposed balconies or patios/decks.
7. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
8. Exterior lighting provided shall be in accordance with City of Madison General Ordinances Section 10.085. Provide an exterior lighting plan and fixture cut sheets with the final plan submittal.
9. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.

Engineering Division (Contact Tim Troester, (608) 267-1995)

10. 4.9zz This site has an existing enclosed depression in the NE corner of the lot. No drainage from the proposed development shall be discharged to that location. Additionally an internal drainage system shall be designed

and installed to drain that area to Hammersley Road. There is no storm sewer currently available so discharge shall be to the curb. However, when Hammersley is resurfaced storm shall be extended and that discharge point will be connected at that time.

11. 6.1 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))
12. 6.2 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))
13. 6.5 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)
14. 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges. (POLICY)
15. 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement. (POLICY)
16. 4.13 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 Footprintsb) Internal Walkway Areasc) Internal Site Parking Areasd) 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 unplattedg) Lot numbers or the words unplattedh) Lot/Plat dimensionsi) Street namesj) 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 ttroester@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.
17. 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used. POLICY AND MGO 10.29
18. 4.6 For Commercial sites < 1 acre in disturbance the City of Madison is an approved agent of the Department of Commerce and WDNR. As this project is on a site with disturbance area less than one (1) acres, and contains a commercial building, the City of Madison is authorized to review infiltration, stormwater management, and

erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required. (NOTIFICATION)

19. 4.5 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.
20. 4.9g 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.
21. 3.7 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>.

Engineering Division – Mapping Section (Contact Jeff Quamme, (608) 266-4097)

22. The site plan shall show the 50' Building Setback line from Hammersley Road per the plat of First Addn to Orchard Ridge.
23. Provide the recorded deed (only an unrecorded copy has been provided) of the conveyance between adjacent properties for that portion of Lot 2 of Whitcomb Square as shown on the site plan and necessary to provide the access to Whitcomb Drive prior to final site plan sign off.
24. Applicant shall enter into a maintenance agreement for the proposed trench drain crossing the public sidewalk at the northeasterly corner of this site.
25. 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.

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

26. 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.

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. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
32. 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.
33. 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.
34. "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.
35. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
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.

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

37. Provide a fire sprinkler system in accordance with NFPA 13R.

Parks Division (Contact Sarah Lerner, (608) 261-4281)

38. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the West Park -Infrastructure Impact Fee district. Please reference ID# 19028 when contacting Parks about this project.