



PREPARED FOR THE PLAN COMMISSION

Project Address: 1802-1818 Packers Avenue and 2102 Schlimgen Avenue
Application Type: Zoning Map Amendment, Demolition Permit, and Conditional Use
Legistar File ID # [60902](#) and [60679](#)
Prepared By: Timothy M. Parks and Chris Wells, Planning Division
Report Includes Comments from other City Agencies, as noted

Summary

Applicant & Property Owner: Alf G. McConnell; Liberty Mortgage & Development Company; 2677 Orrington Avenue; Evanston, Illinois.

Contact Person: Kevin Burow; Knothe & Bruce Architects; 7601 University Avenue, Suite 201; Middleton.

Requested Action: Approval of a request to rezone 1802 and 1818 Packers Avenue from TR-C4 (Traditional Residential–Consistent 4 District) to NMX (Neighborhood Mixed-Use District); approval of a demolition permit to demolish two residential buildings and an office building; and conditional use approvals to allow construction of a four-story, mixed-use building containing 1,100 square-feet of commercial space and 80 apartments located at 1802-1818 Packers Avenue and 2102 Schlimgen Avenue.

Proposal Summary: The applicant proposes to demolish two residences and an office building to construct a four-story, mixed-use building containing 1,100 square-feet of commercial space and 80 apartments. Parking for 101 automobiles and 85 bicycles is proposed. The project is scheduled to commence construction in summer 2020, with completion anticipated in summer 2022.

Applicable Regulations & Standards: Section 28.182 of the Zoning Code provides the process for zoning map amendments. Table D-2 in Section 28.061(1) identifies multi-family dwellings with greater than eight (8) units as a conditional use in the NMX district. Section 28.064(3) requires conditional use approval for a building in NMX zoning taller than three stories and 40 feet. Section 28.64(4)(a) requires conditional use approval for a building containing two or more uses that exceeds 10,000 square feet of floor area in NMX zoning. Conditional use approval is also required in the NMX District for a building with less than 75% non-residential ground floor area. Section 28.183 provides the process and standards for the approval of conditional use permits. Section 28.185 provides the process and standards for the approval of demolition and removal permits. The site is also located in Urban Design District 4, which requires Urban Design Commission approval using the standards and guidelines in Section 33.24(11).

Review Required By: Urban Design Commission, Plan Commission, and Common Council

Summary Recommendation: The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00417 rezoning 1802 and 1818 Packers Avenue from TR-C4 to NMX to the Common Council with a recommendation of **approval**, and find that the standards for demolition permits and conditional uses are met to **approve** the demolition of two residential buildings and an office building to construct a four-story, mixed-use building at 1802-1818 Packers Avenue and 2102 Schlimgen Avenue subject to the Urban Design Commission’s approval, input at the public hearing, and the conditions from reviewing agencies beginning on page 7 of this report.

Background Information

Parcel Location: A 1.3-acre parcel located at the northwestern corner of Schlimgen Avenue and Packers Avenue (STH 113); Aldermanic District 12 (Abbas); Urban Design Dist. 4; Madison Metropolitan School District.

Existing Conditions and Land Use: The subject site is comprised of four parcels, from north to south:

- 1818 Packers Avenue is an approximately 9,600 square-foot parcel zoned TR-C4 (Traditional Residential–Consistent 4 District), which is developed with a two-story, two-flat residence constructed in 1930 according to City records with a detached, two-car garage;
- 1814 Packers Avenue is an approximately 36,275 square-foot parcel zoned NMX (Neighborhood Mixed-Use District). The parcel is developed with a one-story, approximately 1,300-square-foot, office building (in a former single-family residence). The property also includes a separate one-story 480 square-foot, gabled-roof structure open on one side and a detached garage/storage building;
- 2102 Schlimgen Avenue is an undeveloped 3,104 square-foot parcel zoned NMX zoning; and
- 1802 Packers Avenue is a 4,750 square-foot parcel zoned TR-C4, which is developed with a two-story, approximately 1,250-square-foot single-family residence that was constructed in 1900 according to City records. The parcel includes a detached two-car garage accessed from Schlimgen Avenue.

Surrounding Land Use and Zoning:

North: Single-family residences, zoned TR-C4 (Traditional Residential–Consistent 4 District);

South: Single- and two-family residences across Schlimgen Avenue, zoned TR-C4;

East: Office buildings across Packers Avenue in the Truax Air Park West development, zoned SE (Suburban Employment District); and

West: Railroad tracks, beyond which are single- and two-family residences, zoned TR-C4.

Adopted Land Use Plan: The 2018 [Comprehensive Plan](#) generally recommends Neighborhood Mixed-Use (NMU) for the subject site. The [Comprehensive Plan](#) states that NMU development should be compact and walkable and include residential uses, as well as retail, restaurant, service, institutional, and civic uses primarily serving nearby residents. Buildings in NMU areas are generally recommended to be two to four stories in height, oriented towards streets, and located close to public sidewalks. For density, the Plan recommends 70 or less dwelling units per acre.

The NMU recommendation for the subject site in the [Comprehensive Plan](#) effectively supersedes a more general recommendation in the 2009 [Northport-Warner Park-Sherman Neighborhood Plan](#) that encourages that the low-density, mostly single- family residential character on the west side of Packers Avenue between Melrose Street and the existing employment node Commercial Avenue be maintained.

Zoning Summary: The project will be developed in the NMX (the Neighborhood Mixed-Use) District.

Requirements	Required	Proposed
Lot Area (sq. ft.)	Not required for mixed-use buildings	53,761 sq. ft.
Lot Width	N/A	239'
Minimum Front Yard Setback	0'	9.6' from Packers Ave.

Requirements	Required	Proposed
Maximum Front Yard	25'	
Side Yard Setbacks	6' (North, per adjacent TR-C4 zoning)	21.2' (North) 13.3' (South)
Rear Yard	20'	22.8'
Maximum Lot Coverage	75%	74%
Useable Open Space	160 sq. ft./ one-bdrm unit; 320 sq. ft. for two-bdrm or larger (15,520 sq. ft.)	16,130 sq. ft.
Minimum Building Height	3 stories/ 40 feet	4 stories/ 50 feet
Auto Parking	83	101 total: 57 indoor, 44 outdoor
Accessible Stalls	5	2 (See Zoning Conditions)
Bike Parking	90	94
Loading	None	0
Building Forms	Commercial Block Building	Complies with requirements
Other Critical Zoning Items		
Yes:	Urban Design (Urban Design Dist. 4), Utility Easements	
No:	Barrier Free, Floodplain, Wellhead Protection, Landmarks, Waterfront Development, Adjacent to Park	
<i>Prepared by: Jacob Moskowitz, Assistant Zoning Administrator</i>		

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. Metro Transit currently operates daily, all-day service on Packers Avenue, serving stops in the Schlimgen Avenue intersection.

Project Description

The applicant is requesting approval of demolition permit and conditional uses to construct a four-story, mixed-use building containing approximately 1,100 square-feet of first floor commercial space and 80 apartments on four parcels located at northwestern corner of Packers Avenue and Schlimgen Avenue. In order to develop the proposed mixed-use building, the applicant is also requesting approval of a zoning map amendment to rezone the properties located at 1802 and 1818 Packers Avenue from TR-C4 (Traditional Residential–Consistent 4 District) to NMX (Neighborhood Mixed-Use District). If approved, a Certified Survey Map (CSM) to combine the underlying parcels into one lot for the development will be required prior to issuance of building permits for the mixed-use building.

The approximately 1.3-acre site is currently developed with three principal structures proposed for demolition. At 1818 Packers Avenue is a two-story, two-flat residence with a detached, two-car garage. City Assessor records note the two-family residence was constructed in 1930. The parcel at 1814 Packers Avenue is developed with an approximately 1,200-square-foot, one-story office building, which City Assessor records note was originally constructed in 1930 as single-family residence but remodeled into its current office configuration in 1981. The parcel was used for over twenty years as an off-site car rental facility for Dane County Regional Airport, which is located nearby. The 1814 site is also developed with an open-sided, 480-square-foot structure west of the office building, which was constructed in 1945, and a detached garage. Finally, 1802 Packers Avenue is a two-story, approximately 1,250-square-foot single-family residence with a detached two-car garage. City Assessor records

note the residence was constructed in 1900. Photos of the structures have been submitted and are included in the Plan Commission materials.

Following demolition of the existing buildings, the applicant proposes to construct an “L”-shaped building that will parallel the eastern and northern property lines. The front wall of the proposed building will be set back 9.6 feet from Packers Avenue. The 1,100 square-foot commercial space is proposed at the southeastern corner of the first floor adjacent to the Packers-Schlimgen intersection. A residential lobby with management office, exercise room, craft room, and community room are proposed in the northeastern corner of the first floor, with primary access to these spaces proposed from the parking lot that will occupy most of the site between the building and Schlimgen Avenue. A secondary tenant entrance is proposed from the Packers Avenue sidewalk. The remainder of the first floor will include 14 one-bedroom apartments and three (3) two-bedroom apartments. Five of the first floor units will have direct access from the Packers Avenue sidewalk, with three additional first floor units to have exterior entries facing the parking lot. Floors 2-4 of the mixed-use building will consist of the remaining 63 dwelling units proposed. In total, the 80 apartments will consist of 63 one-bedroom units and 17 two-bedroom units.

A stepback is proposed along the northern façade of the fourth floor to aid in transitioning the mass of the development to the mostly one-story residences located north of the project. A more modest stepback is also proposed along the western façade of the fourth floor at the northwestern corner of the building.

Parking for the proposed development will consist of 57 automobile parking stalls located below the footprint of the L-shaped building and 44 surface stalls. Bike parking for the project will include 80 spaces in the underground garage and 14 surface stalls scattered around the site. Access to the site is proposed from two driveways from Schlimgen Avenue, with access to the underground parking proposed at the northwestern corner of the building.

The applicant has been awarded Section 42 affordable housing tax credits for the project from the Wisconsin Housing and Economic Development Authority (WHEDA). Of the 80 units proposed, 56 will be income-restricted.

Analysis

The applicant is requesting the following approvals in order to construct a four-story, mixed-use building: a zoning map amendment to change the zoning of the properties located at 1802 and 1818 Packers Avenue from TR-C4 (Traditional Residential–Consistent 4 District) to NMX (Neighborhood Mixed-Use District) to provide consistent NMX zoning for the entire development site; a demolition permit to demolish two residential buildings and the office building; and conditional use approvals for a building containing two or more uses that exceeds 10,000 square feet of floor area in NMX zoning, a mixed-use building containing eight (8) or more dwelling units, a conditional use in the NMX District for a building exceeding three stories and 40 feet in height, and a conditional use in the NMX district for a building with less than 75% non-residential ground floor area. The subject site is also located in Urban Design Dist. 4, which requires that the Urban Design Commission approve the project subject to the standards and guidelines in MGO Section 33.24(11).

In order to approve the zoning map amendment, the Common Council shall find that the zoning map amendment is *consistent with* the City’s Comprehensive Plan as required by Section 66.1001(3) of Wisconsin Statutes. “Consistent with” is defined as “furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan.”

For the demolition of the existing buildings, the Plan Commission shall find that both the requested demolitions and the proposed use are compatible with the purpose of Section 28.185 of the Zoning Code and the intent and purpose for the zoning district in which the property is located. In part, the purpose of Section 28.185 include aiding in the implementation of adopted City plans, protecting neighborhood character, preserving historic buildings, encouraging the reuse and/or relocation of existing buildings, and discouraging buildings falling into a state of severe disrepair. The proposed use of the property following the demolitions should also be consistent with the Comprehensive Plan and any adopted neighborhood plans. When making its decision, the Commission may consider and give decisive weight to any relevant facts including but not limited to the effects the demolition and proposed use of the subject property following demolition would have on the normal and orderly development and improvement of surrounding properties, the reasonableness of efforts to relocate the building, including the costs of relocation and the structural soundness of the building, impacts on street trees, and the limits that the location of the building would place on relocation efforts.

Similarly, the Plan Commission may not approve an application for a conditional use unless it can find that all of the standards found in Section 28.183(6)(a), Approval Standards for Conditional Uses, are met. That section states: "The City Plan Commission shall not approve a conditional use without due consideration of the recommendations in the City of Madison Comprehensive Plan and any applicable, neighborhood, neighborhood development, or special area plan, including design guidelines adopted as supplements to these plans. No application for a conditional use shall be granted by the Plan Commission unless it finds that all of the [standards for approval in Section 28.183(6) are met]."

The 2018 Comprehensive Plan generally recommends that the northwestern corner of Packers and Schlimgen avenues for Neighborhood Mixed-Use (NMU). The NMU land use category calls for relatively small existing and planned activity centers that include residential uses, as well as retail, restaurant, service, institutional, and civic uses primarily serving nearby residents. Development and design in NMU areas should be compact and walkable, and such mixed-use areas should be well connected and integrated into neighborhoods. Development in the NMU district should be transit-oriented, even in areas where transit service does not yet exist, and buildings should be oriented towards streets and located close to public sidewalks. On-street parking is recommended where practical, with private off-street parking placed primarily behind buildings, underground, or shielded from public streets by liner buildings. Non-residential uses in NMU areas should focus on serving nearby residents, though some buildings may also include specialty businesses, services, or civic uses that attract customers from a wider area. An individual building should not include more than 10,000 square feet of commercial space, except for buildings containing grocery stores and/ or community facilities (such as libraries). Finally, buildings in NMU are recommended to be two to four stories tall and may include housing developed at a density up to 70 units per acre.

Further, redevelopment of the site is consistent with the intensity of development recommended for the community growth corridor identified along Packers Avenue by the Comprehensive Plan. According to the plan, community growth corridors are recommended along certain major streets in the city that have some transit, but lack a diversity of existing or planned future land uses. Many such corridors are or are expected to transition from an auto-oriented development pattern to more transit-, walk-, and bike-friendly styles of development.

The proposal to rezone 1802 and 1818 Packers Avenue to the NMX zoning district is consistent with the NMU plan designation that generally applies to the subject site. Staff believes that the building placement, density (60.6 units per acre), and site plan are largely consistent with NMU district and community growth corridor recommendations in the Comprehensive Plan. While the proposed parking lot will be visible along Schlimgen Avenue, most of the parking will be screened from the Packers Avenue corridor and entirely screened from the low-density residential

uses to the north by the building. Also, while the proposed mixed-use building is overwhelmingly residential in its composition, staff feels that the predominantly residential project is appropriate for this NMU node due the site's frontage along the high-volume and higher-speed, six-lane wide Packers Avenue corridor (STH 113), whereas more neighborhood-serving commercial space might be more appropriate on the properties recommended for NMU development along the narrower, lower-volume and lower speed N Sherman Avenue corridor a few blocks to the west.

The NMU recommendation for the subject site in the Comprehensive Plan effectively supersedes a more general recommendation in the 2009 Northport-Warner Park-Sherman Neighborhood Plan that encourages that the low-density, mostly single-family residential character on the west side of Packers Avenue between Melrose Street and the existing employment node Commercial Avenue be maintained.

Staff believes the Plan Commission can find the demolition standards are met with this proposal. The Landmarks Commission informally reviewed demolition of the three principal buildings at their May 4, 2020 meeting and recommended to the Plan Commission that the three buildings proposed for demolition at 1802, 1814, and 1818 Packers Avenue have no known historic value.

Finally, Planning staff believes that the project can meet the standards for conditional use approval. The project should not have an adverse impact on the uses, values, and enjoyment nor normal and orderly of surrounding properties, nor should it negatively impact the transportation network beyond the Traffic Engineering Division's recommendation that the project only be served by one driveway from Schlingen Avenue rather than the two driveways currently proposed.

The Planning Division also believes that the Plan Commission can find that conditional use standard 12 is met to allow the proposed building to exceed the three-story and 40-foot height threshold in the NMX district. Per standard 12:

When applying the above standards to an application for height in excess of that allowed in the district, the Plan Commission shall consider recommendations in adopted plans; the impact on surrounding properties, including height, mass, orientation, shadows and view; architectural quality and amenities; the relationship of the proposed building(s) with adjoining streets, alleys, and public rights of ways; and the public interest in exceeding the district height limits.

According to the plans dated July 17, 2020, the proposed building will stand approximately 49.5 feet in height along Packers Avenue, with a height of 47.5 at its tallest point at the northwestern corner of the L-shaped building. As noted in the previous section, a stepback is proposed above the third floor along the entire northern façade of the four-story building, with a modest stepback also proposed along the western façade at the northwestern corner. Staff feels that the stepbacks proposed create an appropriate transition to the lower-scale, low-density residential uses to the north and west of the site, which is aided by the 21.2-foot building setback proposed along the northern side of the project. Similarly, in addition to the stepback on the western façade, staff feels that the railroad corridor that borders the site on the west and the mature vegetation located therein, as well as the majority of the proposed building mass be located on the eastern side of the site, will create an appropriate transition to the one- and two-story residences located west of the rail corridor. Staff feels that the proposed building is generally well designed and that it would not be in the public interest to not approve the proposed height above 40 feet.

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

The Urban Design Commission reviewed the proposed development in Urban Design Dist. 4 at its July 1, 2020 meeting and granted **final approval** of the project subject to conditions to be satisfied prior to final approval and issuance of building permits. The conditions of approval are noted in the 'Recommendation' section of this report, and the full draft report of the July 1 Urban Design Commission discussion is attached to the land use legislative file for reference. As noted in the UDC report and action, the applicant is requested to provide information on sound/noise mitigation for the project given the nearby airport and train tracks and vehicular traffic on Packers Avenue, which Planning staff also includes in its recommended conditions of approval.

Conclusion

The applicant is requesting approval of a zoning map amendment, demolition permit and conditional uses to demolish three principal buildings to construct a four-story mixed-use building containing approximately 1,100 square feet of first floor commercial space and 80 apartments. Staff believes that these requests are consistent with the Neighborhood Mixed-Use recommendations for the site in the 2018 Comprehensive Plan, and that the various requests can meet the standards for approval, including the request to exceed the three-story, 40-foot height threshold in the NMX zoning district.

Recommendation

Planning Division Recommendation (Timothy M. Parks, (608) 261-9632)

The Planning Division recommends that the Plan Commission forward ordinance 28.022-00447 to rezone the properties located at 1802 and 1818 Packers Avenue from TR-C4 to NMX to the Common Council with a recommendation of **approval**, and find that the standards for demolition permits and conditional uses are met and **approve** demolition of three principal buildings to construct a four-story, mixed-use building at 1802-1818 Packers Avenue and 2102 Schlimgen Avenue, all subject to the Urban Design Commission approval, input at the public hearing, and the following conditions:

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

Planning Division

1. The applicant shall use close-spray foam insulation (or equivalent insulation type) and high-grade, highly sound-proof windows to provide additional sound-proofing in the place of traditional insulation, at least along the entire westerly, rear and easterly, front elevations.
2. The developer shall acknowledge the presence of existing and future high levels of noise and vibration resulting from trains operating on the adjacent railroad right of way and nearby airport. The developer is strongly encouraged to include an acknowledgement regarding the presence of these transportation facilities in the leases for all proposed units.
3. Dimension the setback on fourth floor from the parapet above the third floor and label the space shown at northeastern corner of the fourth floor on Sheet A-1.4.
4. Provide detailed floorplans for the proposed building, including labels for any balconies located on the fourth floor setbacks.

5. Any proposed HVAC or utility penetrations for the building shall not face a public right of way or adjacent residential property. Any such penetrations elsewhere on the exterior of the building shall be designed to be perpendicular to the facades to limit their visibility to the greatest extent possible. No utility or HVAC pedestals or penetrations, including HVAC wall packs for units, and gas meters or electric meters for buildings/ units shall be permitted without specific approval by the Plan Commission.

Urban Design Commission (Contact Janine Glaeser, Secretary, 267-8740)

6. Look at adding trees along Packers Avenue.
7. Plantings should be in groups of three; revise the landscaping plan accordingly.
8. Revise the landscaping plan to simplify the planting bed lines to be more linear.
9. Maintain the brick datum.
10. Provide information on sound/noise mitigation with the airport, nearby train tracks and vehicular traffic on Packers Avenue.

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

11. Enter into a City / Developer agreement for the required infrastructure improvements. Agreement to be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact City Engineering to schedule the development and approval of the plans and the agreement.
12. Construct sidewalk/terrace improvements/pavement patching on Schlimgen Avenue and Packers Avenue to a plan and profile as approved by City Engineer
13. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
14. Obtain a permanent sewer plug permit for each existing sanitary sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development.
15. Obtain a permit to plug each existing storm sewer.
16. An Erosion Control Permit is required for this project.
17. A Storm Water Management Report and Storm Water Management Permit is required for this project.
18. A Storm Water Maintenance Agreement (SWMA) is required for this project.
19. This site appears to disturb less than one (1) acre of land. No submittal to the Wisconsin Department of Natural Resources (WDNR), Capital Area Regional Planning Commission (CARPC) or the Wisconsin Department of

Safety and Professional Services (DSPS) is required, as the City of Madison Building Inspection Department is an approved agent for DSPS.

20. Revise the site plan to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.
21. Revise the plans to identify the location of the public storm sewer (proposed or existing) that will serve the development show the connection of the private internal drainage system to the public storm sewer.
22. The proposed development proposes to construct underground parking. The proposed entrance to the underground parking is adjacent to a street low point. The applicant shall provide at a minimum of one (1) foot of rise from the adjacent back of walk in the driveway before breaking grade to the down ramp to the underground parking to protect the underground parking from inundation.
23. This project will disturb 20,000 square feet or more of land area and require an Erosion Control Plan. Please submit an 11" x 17" copy of an erosion control plan (pdf electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.
24. Demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
25. This project will require a concrete management plan and a construction dewatering plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. If contaminated soil or groundwater conditions exist on or adjacent to this project additional WDNR, Public Health Madison-Dane County, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit.
26. This project appears to require fire system testing that can result in significant amounts of water to be discharged to the project grade. The Contractor shall coordinate this testing with the erosion control measures and notify City Engineering 608-266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.
27. 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.
28. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Storm Water Management Plan & Report shall include compliance with the following:
 - Report: Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.
 - Electronic Data Files: Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic

modeling or data files. If calculations are done by hand or are not available electronically, the hand copies or printed output shall be scanned to a PDF file and provided to City Engineering. (POLICY and MGO 37.09(2))

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

Oil/Grease Control: Treat the first half-inch of runoff over the proposed parking facility and/or drive up window.

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

29. Submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the Engineering Division that is to scale and represents final construction with any private storm and sanitary sewer utilities.
30. 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).

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

31. The proposed new building crosses an underlying platted lot line. Prepare a Certified Survey Map (CSM) and submit to the Planning Unit to dissolve underlying lot lines to comply with fire codes, City Ordinances and City Policies. The CSM shall be approved by the City, recorded with the Dane County Register of Deeds and new Tax Parcel information available prior to issuance of a building permit.
32. The retaining wall along the westerly side of this site is extremely close to the railroad Canadian Pacific Railroad right of way. Any excavation or placement of subterranean wall ties within the right of way requires a permit from the operating railroad. Applicant is responsible to coordinate and provide copies of the permits / right of entry from the Railroad Company for any planned areas of disturbance within the railroad right of way.
33. Assessor records indicate all parcels are still individually owned. Transfer properties into common ownership as stated in the letter of intent.
34. The base address of the apartments is 2110 Schlimgen Avenue. 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.
35. Submit a complete building Floor Plan in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floor plan of each floor level on a separate sheet/page for the development of a complete interior addressing plan. 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 final verification submittal stage of this LNDUSE 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)

36. Traffic Engineering recommends that the Schlimgen Avenue access points be consolidated into one access point in an effort to provide a better pedestrian environment and provide better access control. The applicant shall work with Traffic Engineering staff to implement this recommendation.
37. 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.
38. 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.
39. 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.
40. All parking facility design shall conform to MGO Section 10.08(6).
41. 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.
42. All bicycle parking adjacent pedestrian walkways shall have a 2-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
43. 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.
44. The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
45. The applicant shall provide a clearly defined 5-foot 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.

46. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by Traffic Engineering to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds three stories prior to sign-off to be reviewed and approved by Austin Scheib, (266-4768) (ascheib@cityofmadison.com) Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
47. The driveway slope to the underground parking is not identified in the plan set, Traffic Engineering recommends driveway slope under 10%; if the slope is to exceed 10%, the applicant shall demonstrate inclement weather mitigation techniques to provide safe ingress/egress to be approved by the City Traffic Engineer.
48. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.
49. Note: This site presents difficult constructability issues; access to neighboring sites must be maintained at all times, protected walkways will be constructed and maintained as soon as possible and little to no access to the public right-of-way on Packers Avenue will be granted for construction purposes. Provide a detailed construction plan to Traffic Engineering for review by the Traffic Control Specialist (Mike Duhr) prior to final signoff.

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

50. Parking requirements for persons with disabilities must comply with MGO Section 28.141(4)(e) which includes all applicable State accessible requirements, including but not limited to:
 - a.) Provide a minimum of 5 accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8 feet wide with an 8 foot wide striped access area adjacent.
 - b.) Show signage at the head of the stalls. Accessible signs shall be a minimum of 48" between the bottom of the sign and the ground.
51. 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.
52. 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 (266-4682). Section 28.185(10) requires that 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. A demolition or removal permit is valid for one (1) year from the date of the Plan Commission.
53. 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.

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

54. Please consider allowing Madison Fire Department (MFD) to conduct training sequences prior to demolition. Contact Division Chief Paul Ripp of the MFD Training Division at pripp@cityofmadison.com or (608)712-6277 to discuss this possibility.
55. Ensure that the fire access lanes are located outside parking stalls/lanes.

Parks Division (Contact Ann Freiwald, (608) 243-2848)

56. 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# 20026 when contacting Parks Division staff about this project.
57. 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.
58. 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.

Forestry Division (Contact Wayne Buckley, (608) 266-4892)

59. Street trees may be needed for this project. Tree planting specifications can be found in Section 209 of *City of Madison Standard Specifications for Public Works Construction*. All street tree planting locations and tree species within the right of way shall be determined by City Forestry. A landscape plan (in PDF format) shall be submitted to City Forestry for approval of planting locations and tree species. All available street tree planting locations shall be planted within the project boundaries. Add the following note to plan: At least one week prior to street tree planting, the contractor shall contact City Forestry (Jeff Heinecke) at (608) 266-4890 to schedule inspection and approval of nursery tree stock and review planting specifications with the landscaper.

Water Utility (Contact Jeff Belshaw, (608) 261-9835)

60. A private well may have served this parcel prior to the municipal water service connection. Any remaining unused/unpermitted private wells existing on this parcel must be properly abandoned according to Wisconsin Administrative Code NR-812 and MGO Section 13.21 prior to the demolition of the property. Please contact Water Utility staff at (608) 266-4654 to schedule an on-site private well survey prior to demolition, otherwise for additional information regarding well abandonment procedures and potential well abandonment reimbursement programs.
61. 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.

62. Revise site plan to indicate how the proposed development will be provided water service.

63. 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 Tim Sobota, (608) 261-4289)

The agency reviewed this request and has recommended no conditions of approval.