



Report to the Plan Commission

February 21, 2011

Legistar I.D. #21398

4002 Nakoosa Trail

Conditional Use – Planned Residential Dev.

Report Prepared By:
Timothy M. Parks, Planner
Planning Division

Requested Action: Approval of a conditional use for a planned residential development to allow construction of 38 apartment units and 14 single-room occupancy units in two buildings located at 4002 Nakoosa Trail; and approval of a parking reduction for the project.

Applicable Regulations & Standards: Planned residential developments, defined as two or more residential buildings under the same ownership on a tract of land, are identified as conditional use in C2 zoning. Section 28.12(11) provides the guidelines and regulations for the approval of conditional uses and planned residential developments. Off-street parking requirement reductions are governed by Section 28.11(2)(c).

Summary Recommendation: The Planning Division recommends that the Plan Commission find the standards met and **approve** a conditional use for a planned residential development at 4002 Nakoosa Trail with a parking reduction of 18 stalls, subject to input at the public hearing and the conditions from reviewing agencies beginning on page 6 of this report.

Background Information

Applicant: Steve Schooler, Porchlight, Inc.; 306 N. Brooks Street; Madison.

Agent: J. Randy Bruce, Knothe & Bruce Architects, LLC; 7601 University Avenue, Suite 201; Middleton.

Property Owner: City of Madison Water Utility; 119 E. Olin Avenue; Madison.

Proposal: Porchlight, Inc. wishes to construct a building containing 24 apartment units and a building housing 14 apartment units and 14 single-room occupancy units on the subject site, which is currently owned by the Water Utility and will be conveyed to Porchlight following approval of this conditional use request. The project will commence in the second half of this year, with completion anticipated in the summer of 2012.

Parcel Location & Existing Conditions: The subject property is an undeveloped 3.05-acre parcel located on the north side of Nakoosa Trail between N. Stoughton Road (US Highway 51) and Commercial Avenue, which has historically been used by the Water Utility for open material storage. The site is located in Aldermanic District 3 (Cnare) and the Madison Metropolitan School District.

Surrounding Land Use and Zoning:

North: Undeveloped land, zoned C3L (Commercial Service & Distribution District) and W (Wetland District);

South: UW Credit Union and offices, zoned C3L and W;

East: Wal-Mart, Cub Foods, Road Ranger gas station/ convenience store and undeveloped commercial pad sites, zoned C3L;

West: Industrial, warehousing and heavy commercial uses across N. Stoughton Road, zoned M1 (Limited Manufacturing District).

Adopted Land Use Plan: The Comprehensive Plan and East Towne-Burke Heights Neighborhood Development Plan recommend the subject site for General Commercial uses.

Environmental Corridor Status: The subject site is not located in a mapped environmental corridor. The subject parcel is identified as publicly owned land on the corridor map, and portions of the site are identified as being wetlands, in the 100-year floodplain, or with steep slopes greater than 12%.

Public Utilities and Services: The property is served by a full range of urban services. Regarding transit service to the site, Metro Transit provided the following comments:

Metro Transit has existing bus stops located on both sides Nakoosa Trail, roughly 750 east of the intersection of Nakoosa Trail and Commercial Avenue. These existing bus stops were placed in their mid-block location when Cub Foods and Wal-Mart had been the only developments in the general area. These stop locations are connected by public sidewalks and crosswalks to the project site that is immediately west of the Nakoosa-Commercial intersection.

Route 30 provides all-day service to these bus stops every day Metro Transit operates. Trips between the East Transfer Point and East Towne Mall operate once every hour in each direction, from roughly 6:30 a.m. until 10:30 p.m. on weekdays, and 8:30 a.m. until 9:30 p.m. on weekends (7:30 a.m. on Saturday mornings). While most Metro Transit routes operate at an hourly frequency during off-peak and weekend periods – it is only with rare exception (like this segment of Route 30) that an area has only hourly service during peak commute hours on weekdays.

Metro Transit has no planned schedule or bus stop changes impacting this area. A bus stop on the west side of Commercial Avenue, north of Nakoosa Trail and directly adjacent this site, would not be possible due to the current transit routing making the left turn from southbound Commercial Avenue onto eastbound Nakoosa Trail.

Zoning Summary: Existing C2 (General Commercial District) zoning:

Requirements	Required	Proposed
Lot Area	47,800 sq. ft.	131,672 sq. ft.
Lot Width	50'	Adequate
Front Yard	0'	52.3'
Side Yards	Minimum 8', total 20'	42.0' west side 73.6' east side
Rear Yard	40'	Adequate
Usable Open Space	8,320 sq. ft.	Adequate
Floor Area Ratio	3.0	Less than 1.0
Building Height	3 stories & 40 feet	2 stories
No. Parking Stalls	36 (0.75: Efficiency 0.5: SRO)	18
Accessible Stalls	1	1
Loading	1 10 X 35-foot stall	0 (see cond. #35, page 10)
No. Bike Parking Stalls	41	14 (see cond. #36, page 10)

Other Critical Zoning Items	
Yes:	Floodplain, Wetlands, Barrier Free
No:	Urban Design, Historic District, Landmark, Adjacent to Park, Wellhead Protection, Utility Easements
<i>Prepared by: Pat Anderson, Asst. Zoning Administrator</i>	

Standards For Review

In addition to the conditional use standards of Section 28.12(11)(g), the project is also subject to the standards for approval for planned residential developments of Section 28.12 (11)(k), which state:

Planned Developments. Planned developments are of such substantially different character from other conditional uses that specific and additional standards and exceptions are hereby established to govern the action of the City Plan Commission.

1. Planned Residential Development-Dwellings.

- a. Standards. In the case of the above-mentioned planned development, no application for a conditional use shall be granted by the City Plan Commission unless such commission shall find the following:
 - i. That such development shall provide adequate recreation areas to serve the needs of the anticipated population;
 - ii. That such development shall provide adequate off-street parking facilities, and adequate screening and landscaping;
 - iii. That such development shall constitute environment of sustained desirability and stability;
 - iv. That such exception for any side yard other than a street side yard shall not result in an average yard less than that required in the district in which the property is located and shall not result in a minimum yard at any point in such yard less than that required for a building, the side wall of which, as projected at right angles to the side lot line, is less than forty (40) feet in the R1, R2 and R3 districts, less than fifty (50) feet in the R4 district and less than sixty-six (66) feet in the R5 and R6 districts; and
 - v. That such development shall result in an intensity of land utilization no higher than, and standards of open spaces at least as high as, permitted or otherwise specified in this ordinance in the district in which such development is to be located. Where the site is in two (2) or more districts, an average intensity of land utilization, based on the respective land areas in each district, is permitted on the site regardless of the location of the district boundaries.

Previous Approvals

On December 14, 2010, the Common Council approved a request sponsored by Ald. Lauren Cnare to rezone the subject site from M1 (Limited Manufacturing District) and W (Wetland District) to C2 (General Commercial District) and W to facilitate future residential development of the property by

Porchlight, Inc., as called for in the terms and conditions outlined a Letter of Intent, Legally Binding Agreement and Purchase and Sale Agreement between the City and Porchlight, which was approved by the Common Council on September 7, 2010 following recommendations for approval by the Plan Commission, Water Utility Board, Board of Estimates, Community Development Block Grant Committee and Community Development Authority.

Project Review

Porchlight, Inc. is requesting approval of a conditional use for a planned residential development to allow construction of a building containing 24 efficiency apartments and a building housing up to 14 efficiency apartments and 14 single-room occupancy units on a 3.05-acre parcel currently owned by the Madison Water Utility. The subject site is located at the northwestern corner of Nakoosa Trail and Commercial Avenue and also has frontage along but no access to N. Stoughton Road (US Highway 51). The parcel was recently rezoned from M1 and Wetland District to C2 and W to facilitate the proposed planned residential development; the site was previously used by the Water Utility for open materials storage.

The proposed planned residential was called for in the terms and conditions outlined a Letter of Intent, Legally Binding Agreement and Purchase and Sale Agreement between the City and Porchlight, which was approved by the Common Council on September 7, 2010 following recommendations for approval by the Plan Commission, Water Utility Board, Board of Estimates, Community Development Block Grant Committee and Community Development Authority. The accommodation of Porchlight at the subject site was identified as an alternative to Porchlight's interest in the former Truman Olson Army Reserve Center at 1402 S. Park Street. The letter of intent indicates that the 38 efficiency units proposed with the project will provide permanent housing for previously homeless individuals, while the 14 Safe Haven beds will provide a "critical first step to connecting homeless persons with serious mental illness to much-needed services."

The development site is characterized by considerable topographical features that include a high point located near the center of the property, which falls steeply to the north and east towards low-lying areas containing wetlands that extend along most of the northern property line as well as in a narrow band located on the eastern third of the site paralleling Commercial Avenue. The recent change to the Wetland zoning of the site was intended to conform the zoning of the site to a wetland delineation conducted last year. In addition to the wetlands and steep slopes present, the eastern edge of the site has significant tree cover, and the northern edge of the site is located within a 100-year floodplain.

The first of the two residential buildings proposed will be an L-shaped structure that will extend generally parallel to the western property line and N. Stoughton Road. This first floor of the northern portion of the western building will contain 5 Safe Haven bedrooms and kitchen, dining, office and program spaces, with the remaining 9 Safe Haven bedrooms to be located on the second floor. The southern portion of the western building will be separated internally from the northern portion and will house up to 14 efficiency apartments. The second building will be located across an 18-stall surface parking lot from the western building and will house a total of 24 efficiency units on two floors. A minimum setback of 73.6 feet is proposed from the southeastern corner of the eastern building to Commercial Avenue. At its closest point, the eastern building will be set back approximately 43 feet from the delineated wetland. The exteriors of the two buildings will be residential in character and will include a combination of brick and vinyl siding and multi-tiered hip roofs.

The landscaping plan for the project calls for a limited number of plantings around the site and is largely focused on tree and perennial plantings between and near the buildings. A bioretention area is proposed parallel to the western wall of the western building, with a smaller bioretention area proposed at the southeastern corner of the site. The heavily wooded area along the eastern edge of the site will be preserved. A sitting area is proposed at the top of the hill near the center of the site. Overall, staff believes that the landscaping plan is well designed. However, staff recommends that the applicant explore adding additional landscaping along the western edge of the property to better screen the site from N. Stoughton Road.

The Urban Design Commission reviewed the proposed planned residential development on January 19, 2011 and recommended final approval (see attached report).

Analysis & Conclusion

The Planning Division believes that the Plan Commission can find the standards of approval for conditional uses and planned residential developments met with the proposed development. While the subject site is recommended in both the 2006 Comprehensive Plan and the 1987 East Towne-Burke Heights Neighborhood Development Plan, as amended, for General Commercial uses, staff noted during the review of the earlier rezoning of the site that residential uses such as those proposed by Porchlight would not be inconsistent with the General Commercial recommendations. Though some of the uses recommended for lands within the General Commercial designation may have physical or operational characteristics considered in some cases to be incompatible with residential activities, the inclusion of residential uses in General Commercial districts may be appropriate in certain limited instances, and multi-family residential uses and planned residential developments have historically been allowed as conditional uses in C2 zoning.

Staff does not believe that the proposed Porchlight development will have a negative impact on the uses, values and enjoyment of surrounding properties or the normal and orderly development of the surrounding area, which is predominately developed with a number of auto-oriented commercial uses.

However, one area of concern that has been brought to staff and the district alder's attention by the owner of a two-story office building located south of the site across Nakoosa Trail is the amount of off-street parking that is proposed to serve the up to 38 efficiency apartments and 14 Safe Haven beds. The Zoning Ordinance requires that 0.75 parking stalls be provided for an efficiency dwelling unit and 0.5 stalls for lodging rooms. The Porchlight project therefore would require 36 off-street parking stalls (29 for the 38 efficiencies and 7 for the 14 single-room occupancy units); 18 are proposed. If the project does not provide the 36 stalls required, a parking reduction would have to be approved. For a parking reduction of greater than 10 stalls but fewer than 20 stalls, a parking reduction would customarily need to be approved by the director of the Department of Planning and Community & Economic Development following a recommendation by the Parking Utility Manager and Traffic Engineer. However, since the overall project is before the Plan Commission for approval, Planning staff believes it would be appropriate for the Commission to consider this request, which calls for an 18-stall reduction.

The Zoning Ordinance requires that parking reductions be granted based on, among other things, the availability of transit, bike routes and offsite parking; the characteristics of the proposed use seeking the reduction and its operation, like hours of operation, and; the potential impact on parking in adjacent residential neighborhoods.

In reviewing the proposed parking reduction, staff believes that given the proposed use of the site and its future resident base that the 18 stalls proposed should be sufficient to serve the project. Porchlight indicates that the proposed development will provide the second highest ratio of parking stalls to housing units compared to other properties in their housing portfolio after a 16-unit facility located at 2718 Pheasant Ridge Trail in Madison which is served by 20 parking stalls. They also indicate that their population tends to not require a significant amount of parking. In the event that the parking for the site should become an issue in the future after the use is established, the planned residential development could be reviewed and potentially modified using the Plan Commission's continuing jurisdiction.

Staff Recommendations, Conditions of Approval & General Ordinance Requirements

Major/Non-Standard Conditions are shaded

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

The Planning Division recommends that the Plan Commission find the standards met and **approve** a conditional use for a planned residential development to allow construction of 38 apartment units and 14 single-room occupancy units in two buildings at 4002 Nakoosa Trail with a parking stall reduction of 18 stalls, all subject to input at the public hearing, the following Planning Division conditions, and the conditions from reviewing agencies:

1. That the site plans for the project be revised per Planning Division approval prior to final signoff and issuance of building permits as follows:
 - 1a. include additional landscaping and screening along the western edge of the subject site;
 - 1b. revise the floorplans to accurately reflect the proposed number of efficiency units noted in the letter of intent.
2. That a note be added to the final plans acknowledging the presence of existing and future high levels of noise and vibration resulting from adjacent N. Stoughton Road/ US Highway 51. This provision shall also be added to the leases for all residential units proposed, with a copy of the lease to be provided for the file.
3. That the residential units proposed along the western wall of the western building be designed with sufficient soundproofing measures to insure that highway-generated noise from N. Stoughton Road/ US Highway 51 not exceed 52 decibels on the interior of those units.

The following conditions have been submitted by reviewing agencies:

City Engineering Division (Contact Janet Dailey, 261-9688)

4. In accordance with 10.34 MGO–Street Numbers: Submit a PDF of each floor plan to Lori Zenchenko in the Engineering Mapping Section (addressing@cityofmadison.com) so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
5. The site plan submitted for final approval shall contain property line dimensions representing the resultant property configuration following the pending overlap quit claim remedy (RE Project 9441),

final Water Utility sale to Porchlight (RE Project 8989), and the ultimate final one-lot Certified Survey Map.

6. The applicant shall install sidewalk along Nakoosa Trail to the crosswalk on Commercial Avenue, as shown on the plans. The applicant shall provide a sidewalk plan, stamped by a professional engineer.
7. The proposed development connects to Madison Metropolitan Sewerage District (MMSD) sewer. The applicant shall provide evidence that MMSD and the Capital Area Regional Plan Commission have reviewed the plan and provide copies of approvals and/or permits to the City. MMSD shall require that connection of the sewer service lateral be made to a manhole. Please contact MMSD for their standard detail drawing for direct connection to a manhole.
8. A direct connection permit shall be obtained from MMSD for the sewer service lateral. All permit fees shall be paid and the permit approved a minimum of three days prior to making the connection. Please contact John Podebradsky at MMSD to coordinate construction inspection at 516-5862 or Johnp@madsewer.org.
9. MMSD has indicated that they are concerned with the proximity of the building footprint of Building 1 to their existing sanitary sewer facilities. MMSD would prefer that the building be shifted to the north. If this is not possible, MMSD shall require additional information on how their existing sewerage facilities (including MH10-412) will be protected during building construction.
10. MMSD has indicated that they have a 54-inch sanitary sewer main (2010 construction) north of the 48-inch sanitary sewer main. Revise plans to show 54-inch sanitary main and MH10-412 on plans.
11. The proposed storm sewer that connects the two detention ponds is too close to MMSD MH10-412. Provide information regarding the size, elevation, and pipe material for the storm sewer. The storm sewer must be relocated to the north to maintain a minimum horizontal distance of five feet from MH10-412, measured from the lower section of the manhole to the centerline of the storm sewer.
12. The applicant shall install public sidewalk along Nakoosa Trail. The applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
13. All work in the public right of way shall be performed by a City-licensed contractor.
14. All damage to the pavement on Nakoosa Trail adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria.
15. The applicant shall demonstrate compliance with MGO Sections 37.07 and 37.08 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 7.5-tons per acre per year.
16. Effective January 1, 2010, the Department of Commerce's authority to permit commercial sites, with over one acre of disturbance for stormwater management and erosion control has been transferred to the Wisconsin Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City of Madison has

been required by the WDNR to continue to review projects for compliance with NR-216 and NR-151, but a separate permit submittal is now required from the WDNR for this work as well. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process.

As this site is greater than one acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the DNR, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Please contact Eric Rortved of the WDNR at 273-5612 to discuss this requirement.

17. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to: detain the 2 & 10-year storm events; control 80% TSS (5 micron particle) off of new paved surfaces; provide infiltration in accordance with Chapter 37 of the Madison General Ordinances, and; 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
18. The applicant shall submit, prior to plan signoff, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas lot lines; lot/ plat lines, dimensions and labels; right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).
19. The applicant shall submit, prior to plan sign-off, digital PDF files to the City Engineering Division. The digital copies shall be to scale, shall have a scale bar on the plan set, and shall contain the following items: building footprints; internal walkway areas; internal site parking areas; lot lines and right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).
20. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management File including: SLAMM DAT files; RECARGA files; TR-55/HYDROCAD/etc., and; 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.
21. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior City Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of 2 working days prior to requesting City Engineering signoff.
22. 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.
23. City of Madison Environmental Project Staff is not aware of any land dedications required for this project. As a result, a Phase 1 Environmental Site Assessment (ESA) will not be required of the

applicant. If right of way is dedicated as a result of the project, the applicant shall notify Brynn Bemis (267-1986) to determine if a Phase I ESA will be required.

Traffic Engineering Division (Contact John Leach, 267-8755)

24. The applicant shall contact the Planning Division regarding compliance with MGO Sec. 16.23(3)(d)– Highway Noise Land Use Provisions policies and ordinances.
25. The applicant shall be responsible for securing all proper permits and approvals from any municipality or government unit having jurisdiction with the project. In particular, the applicant shall provide David Kreitzmann, Wisconsin Department of Transportation (516-6497) with site plans sets for review and approval. The applicant shall return a set of WisDOT-approved site plans or a letter to the City Traffic Engineering Division.
26. When the applicant submits final plans of one contiguous plan for approval, the applicant shall show the following: existing items in the terrace (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, showing all easements, all pavement markings, building placement, and stalls, adjacent, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the 2-foot overhang, and a scaled drawing at 1" = 20'.
27. The parking facility shall be modified to provide for adequate internal circulation for vehicles. This can be accommodated by eliminating a parking stall at the dead ends. The eliminated stall shall be modified to provide a turnaround area 10 to 12 feet in width and signed with a "No Parking Anytime."
28. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
29. The applicant shall show dimensions for the proposed and existing parking stalls' items A, B, C, D, E, F, and degree of angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in MGO Sec. 10.08(6)(b)2. Signs and planting areas are to be excluded from the rectangular stall areas including the 2 feet of vehicle overhang. The 2 feet of vehicle overhang shall be shown on the plan and dimensioned.
30. The developer shall post a deposit and reimburse the City for all costs associated with any modifications to traffic signals, street lighting, signing and pavement marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
31. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Zoning Administrator (Contact Pat Anderson, 266-5978)

32. Parking requirements for persons with disabilities must comply with MGO Section 28.11(3)6.(m) which includes all applicable State accessible requirements, including but not limited to:
- a.) Provide a minimum of 1 accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.

- b.) Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
 - c.) Show the accessible path from the stalls to the buildings. The stalls shall be as near the accessible entrance as possible. Show ramps, curbs, or wheel stops where required.
33. Lighting is required and shall be provided in accordance with City of Madison outdoor lighting standards, section 10.085. Provide a plan showing at least .5 foot candle on any surface on any lot and an average of .75 footcandles. The maximum light trespass shall be 0.5 footcandles at 10 feet from the adjacent lot line.
34. **Obtain approval of a parking stall reduction for this project.**
35. Provide one 10' x 35' loading area with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space. **If this loading area cannot be provided, request and obtain approval of the Plan Commission to specifically waive this requirement or it will need to be provided.**
36. Bike parking shall comply with MGO Section 28.11: Work with Zoning staff to increase the number of on-site bicycle parking stalls, and review bicycle parking reduction allowances in the Zoning Ordinance before final bicycle parking provision is approved.
37. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Section 31 and approved by the Urban Design Commission or staff. Sign permits must be issued by the Zoning Section of the Department of Planning and Community & Economic Development prior to sign installation.

Parks Division (Contact Ray Rutledge, 266-4714)

38. The developer shall pay approximately \$56,363.84 for park dedication and development fees for 52 efficiency/single-room occupancy units. (Fees in lieu of dedication=\$40,404.00 (52 @ \$777); Park development fees=\$15,959.84 (52 @ \$306.92). The developer must select a method for payment of park fees before signoff on the conditional use. This development is within the Reindahl Park impact fee district (SI22).

Fire Department (Contact Bill Sullivan, 261-9658)

The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.

Water Utility (Contact Dennis Cawley, 261-9243)

This agency submitted comments with no conditions of approval for this request.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not submit conditions of approval for this request.

Police Department (Contact Frank Chandler, 266-4238)

This agency did not submit comments for this request.