

PLANNING DIVISION STAFF REPORT

August 11, 2014

PREPARED FOR THE PLAN COMMISSION



Project Address: 605 Cottage Grove Road
Application Type: Conditional Use
Legistar File ID #: [34907](#)
Prepared By: Heather Stouder, AICP, Planning Division
Report Includes Comments from other City Agencies, as noted

Summary

Applicant/Property Owner: Farooq Shahzad; Capitol One Real Estate LLC; 2570 Rimrock Rd., Madison, WI 53713

Project Contact: Douglas Pahl; Aro Eberle Architects Inc.; 116 King St., Ste 202, Madison, WI 53706

Requested Action: Approval of a conditional use for a nine-unit multi-family building in the Commercial Corridor-Transitional (CC-T) District.

Proposal Summary: The applicant proposes to construct a three story nine-unit multi-family residential building on a newly created vacant property. The building is behind an existing convenience store at 605 Cottage Grove Road, but is oriented toward and accessed from Claire Street.

Applicable Regulations & Standards: This proposal is subject to the standards for conditional uses (MGO Section 28.183(6)).

Review Required By: Plan Commission (PC)

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the conditional use standards can be met and **approve** the request for a nine-unit multi-family residential building at 605 Cottage Grove Road. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Background Information

Parcel Location: 605 Cottage Grove Road is located on the southwest corner of Cottage Grove Road and Claire Street; Commercial Corridor - Transitional (CC-T) District; Aldermanic District 15 (Ahrens); Madison Metropolitan School District.

Existing Conditions and Land Use: The 0.75-acre site is developed with a convenience store and gas station on the north side of the property, with an over 18,000 square foot grassy area behind it, which would be divided off as a new property along with this proposal. Currently, the site has access driveways from both Cottage Grove Road and Claire Street, and a third access driveway is proposed to serve the multi-family residential building.

Surrounding Land Use and Zoning:

North: Convenience store (on subject property, which is proposed to be divided), in the Commercial Corridor-Transitional (CC-T) District.

East: Across Claire Street to the east, the YMCA, on a 6-acre site in the Suburban Residential – Varied 1 (SR-V1) District.

South: Two-family homes in the Suburban Residential – Consistent 3 (SR-C3) and Suburban Residential – Varied 1 (SR-V1) Districts

West: Single-family homes in the Suburban Residential – Consistent 1 (SR-C1) District.

Adopted Land Use Plan: The Comprehensive Plan (2006) and Royster-Clark Special Area Plan (2010) recommend neighborhood mixed-use for this site.

Zoning Summary: This property is in the Commercial Corridor-Transitional (CC-T) District.

Dimensional Requirements	Required	Proposed
Lot Area	2,000 sq. ft. per D.U. (9 units, 18,000 sq. ft)	18,066
Lot Width	60'	120'±
Front yard setback	25' max.	10'
Side yard setback	10'	10' - LS 37' - RS
Rear yard	Lesser of 20% lot depth or 20'	82'
Maximum lot coverage	85%	69%
Maximum building height.	5 stories or 65'	3 stories/32'±
Usable open space	160 sq.ft. for a one-bedrm unit. 320 sq. ft. >1 bedrm (2,240 sq. ft.)	3,379 sq. ft. at-grade, 875 sq. ft. balconies
Site Design (Multi-family)	Required	Proposed
Number parking stalls	1 per dwelling unit (9)	14
Bike parking	1 per unit up to 2-bedrooms, ½ space per add'l bedroom, (10) 1 guest stall per 10 units <u>(1)</u> 11	10 - parking garage, 6 - surface
Landscaping	Yes	Yes
Lighting	Yes	Yes
Building forms	Yes	Meets building forms for <i>Large Multi-family Building</i>
Other critical zoning items: Utility easements, Barrier free (ILHR 69)		

Table Prepared by Patrick Anderson, Assistant Zoning Administrator

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

Public Utilities and Services: This property is served by a full range of urban services, including Metro Transit routes 38 and 39, running along Cottage Grove Road and Dempsey Road.

Project Description

The applicant proposes to divide the subject property to create a new vacant lot oriented to Claire Street for construction of a three-story, nine-unit residential building in the Commercial Corridor – Transitional (CC-T) District, where residential buildings require conditional use review.

Land Use -The proposed three-story building includes a mix of units, with two 3-bedroom units, three 2-bedroom units, and four 1-bedroom units, which could accommodate a variety of household types over time. Each unit has a balcony or patio facing west, and laundry facilities within the unit. Storage spaces are provided for each unit in the basement area, where a small office space is also proposed.

Building Massing and Placement - The proposed rectangular building is placed on the eastern side of the property, ten feet from Claire Street, ten feet from the property immediately to the south, and 28 feet from the new property line and convenience store to the north. It is approximately 72 feet long along Claire Street and 52 feet deep, and 32 feet tall at its highest point.

The building is over 85 feet from the rear lot line, making it approximately 150 feet away from the rear wall of single-family homes oriented to Dempsey Road to the west.

Access and Parking - The site is accessed from a Claire Street driveway on the northern portion of the property, which leads to a surface parking lot behind the building with 14 parking stalls and bicycle parking for visitors. Ten bicycle parking stalls are provided for residents in the basement, accessed by a stairway from the residential lobby. The main building entrance to the residential lobby faces Claire Street to the east, and there are three additional accessible entrances along Claire Street leading to the individual ground floor units. There are no building entrances from the rear parking area, although the three ground floor units have patio doors off of bedrooms leading to this side of the building. The proposed trash storage area is screened in the rear of the parking lot.

Building Exterior and Site Details – Primary building materials are grey and deep red horizontal fiber cement siding and light grey metal paneling, with windows of varying sizes on the Claire Street facade. There does not appear to be a masonry base on the building, and there is no defined top. HVAC penetrations are shown on the west elevation facing the rear yard, by nowhere else on the building.

The landscape plan includes 19 trees and a wide variety of shrubs and low perennials dispersed around the perimeter of the parking lot, in front of, and beside the proposed building. Staff believes that once it is mature, the landscaping proposed will provide effective visual buffers between the new building and the convenience store to the north, as well as the adjacent residential properties.

Project Analysis and Conclusion

Consistency with Adopted Plans – This relatively small multi-family residential building is consistent with recommendations in the Comprehensive Plan (2006) and the Royster-Clark Special Area Plan (2009) for areas recommended for neighborhood mixed-use. The Comprehensive Plan notes that housing types similar to low-density residential districts, but with no fixed maximum number of dwelling units are appropriate in these areas, provided the building scale is appropriate. It notes that such buildings will generally be small, when the adjacent neighborhood is low-density. Staff notes that this building is relatively small, and at a density of approximately 22 units per acre, the building will fit in well as a transition between the commercial corridor to the north and the low-density residential uses to the south.

The Royster-Clark Special Area Plan focuses primarily on developing the Cottage Grove Road frontage, whereas this proposal will be oriented to Claire Street and the YMCA. The Plan maintains flexibility for the properties recommended for neighborhood mixed-use, noting that they could be appropriate for purely commercial, purely residential, or mixed-use buildings. For neighborhood mixed-use areas, including this property, the Plan recommends buildings between two and four stories in height, noting that buildings should be oriented to the street with direct pedestrian access from the public sidewalk. Staff notes that the proposed building meets this recommendation, with separate entrances to ground floor units oriented to Claire Street.

Design Details – Notably, there is no common entrance to the building on the west side, which means that those parking in the lot will walk around to the front of the building to enter. While the strong orientation to Claire Street is desired and required, staff encourages the applicant to explore the inclusion of an accessible common entrance on the west side of the building, or to ensure that one or more of the ground floor units have accessible rear entrances.

It is difficult to tell on submitted plans how the varied windows are detailed. Staff would like to see additional detail on the proposed window types and window trim, prior to the final submittal. Further, as mentioned in zoning comments, additional windows will likely be required on the north and south facades, in order to meet zoning requirements for the proportion of window openings.

Staff believes that the architecture could be strengthened if the building had a concrete or other masonry base, so that the fiber cement siding does not directly meet the ground. Further, staff encourages the applicant to study the use of flat fiber cement panels, which may better complement the ribbed metal paneling proposed on other parts of the building. In any case, further detail on the proposed fiber cement and metal paneling will be requested, prior to the submittal of final plans for review and approval by staff.

Finally, since the bicycle parking for residents is proposed in the basement, staff requests that the applicant provide details on a safe and convenient path for bicyclists in and out of the building, including a narrow bicycle ramp alongside the stairs leading to the basement.

Conditional Use Standards -Staff believes that the proposal can meet the conditional use standards as summarized below:

1. *The establishment, maintenance, or operation of the conditional use will not be detrimental to or endanger the public health, safety, or general welfare.*
Staff believes that this standard can be met.
2. *The City is able to provide municipal services to the property where the conditional use is proposed, given due consideration of the cost of providing these services.*
Staff believes that this standard can be met.
3. *The uses, values, and enjoyment of other property in the neighborhood for purposes already established will not be substantially impaired or diminished in any foreseeable manner.*
Staff believes that this standard can be met.
4. *The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.*
Staff believes that this standard can be met.
5. *Adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit, and other necessary site improvements have been or are being provided.*
Staff believes that this standard can be met, so long as all conditions of approval are addressed.
6. *Measures, which may include transportation demand management (TDM) and participation in a transportation management association have been or will be taken to provide adequate ingress and egress, including all off-site improvements, so designed as to minimize traffic congestion and to ensure public safety and adequate traffic flow, both on-site and on the public streets.*
Staff believes that this standard can be met, so long as all conditions of approval are addressed.
7. *The conditional use conforms to all applicable regulations of the district in which it is located.*
Staff believes that this standard can be met.
9. *When applying this above standards to any new construction of a building or an addition to an existing building the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district. In order to find that this standard is met, the Plan Commission may require the applicant to submit plans to the Urban Design Commission for comment and recommendation.*

Statement of Purpose for Commercial Corridor-Transitional (CC-T) District

The CC-T District is established to recognize the many commercial corridors within the City that remain largely auto-oriented, and to encourage their transformation into mixed-use corridors that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity. The district is also intended to:

- (a) Improve the quality of landscaping, site design and urban design along these corridors.*
- (b) Maintain the viability of existing residential uses located along predominantly commercial corridors.*
- (c) Encourage appropriate transitions between higher-intensity uses along commercial corridors and adjacent lower-density residential districts.*
- (d) Facilitate preservation development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans.*
- (e) Structured parking is encouraged.*

Staff believes that this standard can be met with the proposed development. As a unique development in this area, the building should create an environment of sustained aesthetic desirability, with its modern building materials and strong orientation to Claire Street. The Plan Commission may refer the proposal to the Urban Design Commission, should further comments and recommendations be desired.

Staff believes that the proposal is a good example of a small-scale stand-alone residential development appropriate for the CC-T District. While not located directly on Cottage Grove Road, the proposal is an appropriate small infill opportunity, and will provide housing opportunities for a variety of household types in close proximity to the YMCA, the Capital City Trail, and the redeveloping Royster-Clark site to the northwest. The proposed three-story building provides an appropriate transition between businesses oriented north to Cottage Grove Road and the low-density residential area to the south, and the building is located far enough away from adjacent single-family homes to the west so as to minimize any impact on them.

The proposal is generally consistent with the recommendations in the Comprehensive Plan and Royster-Clark Special Area Plan for Neighborhood Mixed Use areas. While it includes surface parking rather than structured parking, it incorporates sufficient bicycle parking and is located within walking distance of many amenities so as to support alternatives to the automobile. Staff believes that for a project of this size, structured parking would not have been feasible.

[Standards 8 and 10-15 do not apply to this request]

Public Input - Staff spoke on the telephone with one adjacent neighbor to the west, who shared concerns about the large size of the building. This neighbor would prefer that the site be developed with two duplexes, rather than an apartment building. Any written comments will be forwarded to the Plan Commission after they are received.

Conclusion - On balance, staff believes that the proposed multi-family residential building is consistent with recommendations in adopted plans, and that the conditional use standards can be met. The relatively small multi-family building provides a good transition between the commercial uses along Cottage Grove Road and the low-density residential uses to the south. This immediate location, directly across from the YMCA, and close to the Capital City Trail, is a good site for medium-density multi-family development represented by the proposal, and the variety and quality of units proposed should serve the needs of many types of households over time.

Recommendation

Planning Division Recommendation (Contact Heather Stouder, 266-5974)

The Planning Division recommends that the Plan Commission find that the conditional use standards can be met and **approve** the request for a nine-unit multi-family residential building at 605 Cottage Grove Road. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded

Planning Division (Contact Heather Stouder, 266-5974)

1. Final plans submitted for staff review and approval shall include detail on an accessible bicycle path from the front entrance to the basement parking area, including automatic doors and a ramp along the stairway for convenience.
2. The applicant shall study the following changes and discuss them with staff prior to submitting final plans for staff review and approval
 - a) Add a concrete or other masonry base to the building, consistent with the modern architectural style proposed.
 - b) Add a rear common entrance to the building, or ensure that one or more of the ground floor units have accessible rear entrances adjacent to the parking area.
 - c) Utilize flat fiber cement paneling, rather than horizontal siding as a primary exterior material
3. A fully detailed rooftop plan shall be provided for staff review and approval.
4. Prior to submitting final plans for review and approval, the applicant shall provide further detail on the proposed windows and fiber cement and metal paneling.

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

5. The site plan indicates this parcel will be divided into two lots. A two lot Certified Survey Map with application and required supporting information shall be prepared and submitted to the City of Madison Planning Department. The CSM shall be approved by the City, recorded with the Dane County Register of Deeds and all new parcel land records information completed in appropriate City databases prior to issuance of new building permits for this proposed site.)
6. Label the utility easements shown on the site plan with the appropriate recording information.
7. The three 1st floor apartments with exterior entries will each have their own Claire St address. The upper units will use the base address of 3913 Claire St.
8. At a minimum roof and parking drainage shall be discharged to the curb not over the sidewalk.
9. Soil contamination remains onsite from the investigation of the adjacent property, per BRRS #03-13-000444. If such soil is encountered during this development, it shall be managed in accordance with Ch. NR 718, Wis. Adm. Code.
10. The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.

11. Submit a PDF of all floor plans to izenchenko@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.
12. The site plan shall include a full and complete legal description of the site or property being subjected to this application.
13. The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction (POLICY).
14. All work in the public right-of-way shall be performed by a City licensed contractor (MGO 16.23(9)(c)5) and MGO 23.01).
15. All damage to the pavement on Claire St adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link: <http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY).
16. Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer (POLICY and MGO OVER 10,000 SF OF IMPERVIOUS AREA 10.29 and 37.05(7)(b)).
17. 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. The applicant shall demonstrate compliance with MGO Section 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.
19. 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).
20. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to 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 MGO Chapter 37.
21. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set (POLICY and MGO 37.09(2)).

PDF submittals shall contain the following information:

- a) Building footprints
- b) Internal walkway areas
- c) Internal site parking areas
- d) Lot lines and right-of-way lines

- e) Street names
- f) Stormwater Management Facilities
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans)

22. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction MGO 37.05(7). This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
23. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Schmidt (608-261-9688) 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)).
24. 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).

Zoning Administrator (Contact Pat Anderson, 266-5978)

25. Screening shall be provided along District boundaries lines subject to Section 28.142 (8). Provide a detail of the proposed screening on the South and West sides of property, to screen the SR-C1 and SR-C3 residential properties.
26. A minimum of one guest bike parking stall, designed as short-term stall, must be located within 100' of the main entrance. The 6 stalls located at the rear of the building do not meet this requirement. Call out and dimension all bike stalls on final plans. Bike stalls shall be (2) feet by (6) feet and a (5) foot clear access aisle. Provide details of bike racks to be installed.
27. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31, Sign Codes. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.
28. Provide a screening detail for the refuse enclosure.
29. The proposed building addition to the gas station, and other site changes, such as the relocation of the gas station screening fence at 608 Cottage Grove Road will require approval of an alteration to the existing Conditional Use. NOTE: compliance with all CC-T zoning requirements must be maintained, particularly the lot coverage maximum requirement, when the lot is subdivided.
30. The final landscaping plan shall be prepared and stamped by a registered landscape architect.
31. Adequate Usable Open Space (UOS) is being provided, however, rear patios are shown as qualifying UOS. Patios may count as UOS if they are installed with permeable paving. Either delete these features from the UOS calculation or provide a detail of the permeable paving proposed for installation of the patios. Note: Lot coverage also may be modified if permeable paving is installed.
32. The submitted plans are internally inconsistent in regard to the number and design of auto parking spaces that are to be provided. It appears as though 14 stalls are provided (13 stalls plus one van-accessible stall) although some plan sheets show 12 stalls. Final plans shall be internally consistent in regard to number, design and placement of auto parking stalls.
33. Submitted plans show an "office" space in the basement area. Certain office uses are permissible within multi-family buildings, with supplemental regulations. Provide clarification as to the use of this space with the final plan sets.

34. Per Sec. 28.060(2)(d), all facades on this building must provide a minimum of 15% window opening. With the final plan set, provide calculations of window openings for all facades, so ensure this requirement has been met.
35. No rooftop or ground-level mechanical equipment is shown on the submitted plans. If such equipment is proposed, it must be screened per Sec. 28.060(2) (e) & (f).

Traffic Engineering (Contact Eric Halvorson, 266-6527)

36. The parking stall located on the north side of the dumpster location does not meet the requirements of MGO 10.08. Applicant shall relocate dumpster enclosure to the north of this stall or remove the stall to meet requirements of MGO listed above.
37. Provide an ADA approved pedestrian sidewalk from the building access points to the public Right-of-Way.
38. To improve pedestrian circulation all sidewalk adjacent to parking shall be 7 feet in width and all sidewalk adjacent to buildings shall be 6 feet in width. All other sidewalks shall be 5 feet in width.

39. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
40. 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.
41. 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.
42. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

Parks Division (Contact Kay Rutledge, 266-4714)

43. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development. The developer must select a method for payment of park fees before signoff on the conditional use. This development is within the Olbrich park impact fee district (SI25). Please reference ID#14141 when contacting Parks about this project.

Fees in lieu of dedication =	9	MF	@	\$1,799.00	=	\$16,191.00
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Park development fees =	9	MF	@	\$662.95	=	\$5,966.55
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Total Fees	\$22,157.55
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44. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Please submit an existing inventory of trees (location, species, & DBH) and a tree removal plan (in PDF format) to Dean

Kahl – dkahl@cityofmadison.com or 266-4816. Approval and permitting of street tree removals shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan.

45. Additional street trees are needed for this project. All street tree planting locations and trees species with the right of way shall be reviewed by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl – dkahl@cityofmadison.com or 266-4816. Approval and permitting of tree planting shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan. Tree planting specifications can be found in section 209 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part2.pdf>.
46. Existing street trees shall be protected. Please include the following note on the site plan: Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City Forestry (266-4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry. Tree protection specifications can be found in section 107.13 of City of Madison Standard Specifications for Public Works Construction - <http://www.cityofmadison.com/business/pw/documents/StdSpecs/2013/Part1.pdf>.

Fire Department (Contact Bill Sullivan, 261-9658)

47. IBC 1021.2 requires a second exit from the 3rd floor of Group R-2 Occupancies (Apartments) unless the exit travel distance is less than 50-ft. Provide additional documentation if applicable.
48. Provide aerial fire access lanes as required per MGO 34.500 and IBC Chapter 5 along with Appendix D.

Water Utility (Contact Dennis Cawley, 266-4651)

49. This property is not located within a wellhead protection district. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.