

PLANNING DIVISION STAFF REPORT

June 22, 2015



PREPARED FOR THE PLAN COMMISSION

Project Address: 4130 Lien Road (15th Aldermanic District, Alder Baldeh)
Application Type: Conditional Use
Legistar File ID #: [38529](#)
Prepared By: Heather Stouder, AICP, Planning Division
Report Includes Comments from other City Agencies, as noted

Summary

Applicant: Steven Schooler; Porchlight, Inc.; 306 N. Brooks St., Madison, WI, 53713

Project Contact: Randy Bruce; Knothe and Bruce Architects, LLC; 7601 University Ave., Middleton, WI, 53562

Property Owner: Brown and Associates, LLC; 22 E. Mifflin St., Ste. 910, Madison, WI, 53702

Requested Action: Approval of a conditional use for a multifamily residential building with 16 dwelling units and for light production and processing in the Commercial Corridor Transitional (CC-T) District.

Proposal Summary:

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 at 4130 Lien 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: The subject property is located on the northwest corner of Lien Road and Thierer Road; Aldermanic District 17 (Baldeh).

Existing Conditions and Land Use: The nearly two-acre site has an existing 20,000 square foot, one story commercial building on the northeast portion of the property. The building was constructed in 1978 and remodeled in 1998, and has been utilized for office uses. The site also includes a large asphalt parking area.

Surrounding Land Use and Zoning:

North and West: One-story commercial buildings in the CC-T District

East: Across Thierer Road to the east, multi-tenant commercial building in the Commercial Center (CC) District.

South: Across Lien Road to the south, a manufacturing building in the Industrial General (IG) District.

Adopted Land Use Plan: The Comprehensive Plan recommends Regional Mixed-Use (RMU) for the property. The East Town Burke Heights Neighborhood Development Plan (1987) recommends commercial uses.

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

Requirements	Required	Proposed
Front Yard Setback	65' maximum	Proposed residential building: 20' Existing building: 16.9'
Side Yard Setback	One-story: 5' Two-story or higher: 6'	Proposed residential building: West side- 17.1' East side- Adequate Existing building: Adequate
Rear Yard Setback	For corner lots, where all abutting property is in a nonresidential zoning district, the required rear yard setback shall be the same as the required side yard setback.	Proposed residential building: Adequate Existing building: 60.1'
Usable Open Space	160 sq. ft. per unit up to 1-bedroom (3,520 sq. ft.)	29,678 sq. ft.
Maximum Lot Coverage	85%	59%
Maximum Building Height	5 stories/ 68'	2 stories

Site Design	Required	Proposed
Number Parking Stalls	No minimum	44
Accessible Stalls	Yes	2
Loading	None	None
Number Bike Parking Stalls	Multi-family dwelling: 1 per unit up to 2-bedroom (22) 1 guest stall per 10 units (2) Office: 1 per 2,000 sq. ft. floor area. Limited production & processing: 1 per 5 employees. Contractor's yard: 1 per 5,000 sq. ft. of floor area.	24
Landscaping	Yes	Yes
Lighting	Yes	No
Building Forms	Yes	No (Large Multi-family Building)

Other Critical Zoning Items: Barrier Free (ILHR 69), Utility Easements

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 Route 20, which runs along Lien Road.

Project Description

The applicant proposes to remodel the existing 20,000 square foot commercial building to include a food processing facility, a warehouse component, and six efficiency apartment units. On the western portion of the site, a new two-story building with 16 efficiency apartment units is proposed to replace a portion of the existing asphalt parking area. The residential dwelling units and employment opportunities on the site will serve primarily individuals who were formerly homeless. Conditional uses requested in the CC-T District include the new residential building with over eight dwelling units and the limited production and processing facility within the existing building.

Land Uses – The mixed-use site would provide a total 22 efficiency apartment units for men and women who are homeless or housing insecure. Each unit is approximately 500 square feet in size, and would be limited to single occupancy. Six are located on the southeast side of the main building, and sixteen are located in the proposed new building. Supportive services will be provided by Porchlight, Inc. for the residents on the site.

A significant portion of the main building will be reconfigured as a commercial kitchen and food processing facility, approximately 5,000 feet in size, which will provide on-site employment opportunities for residents. Also in the main building is a proposed 3,000 square foot warehouse for storage of Porchlight equipment associated with the management of this and other sites.

Building Bulk and Placement - The proposed new building is 50 feet wide, 100 feet deep, and approximately 27 feet tall to the peak of the roof. The building is placed approximately 17 feet from the western property line and 20 feet from Lien Road. The existing building, which will remain the same size, is 104 feet by 204 feet, set back approximately 15 feet from Thierer Road. The space between the buildings accommodates usable open space and surface parking.

Access, Circulation, and Parking – The single vehicle access point to the site will be provided from Thierer Road, northwest of the existing building, and will provide access to a 44-stall surface parking lot. 26 outdoor bicycle stalls are shown, distributed in two areas on the north and south sides of the parking lot. There is currently no indoor or covered bicycle parking shown, although at least 20 stalls will need to be provided either within the buildings or within a dedicated covered bicycle parking area, in order to meet basic zoning requirements.

Primary pedestrian access to the site is primarily from Lien Road, which has private sidewalks connecting to the main entrances to both buildings. Entrances to the main building are located on the east side, interior to the site. At least one entrance will need to be relocated to orient more directly to Lien Road in order to meet basic zoning requirements.

Building Design and Site Details – The new two-story building is clad primarily with fiber cement, with horizontal siding on the first floor and board and batten pattern on the upper level. Small brick areas are included on the first floor of the west and east facades, likely in an attempt to match the brick on the existing building. The gabled roof is proposed to have asphalt shingles and space for solar panels facing south.

Changes to the exterior of the existing building are minimal, including a new overhead door, a double glass entry door and a single glass entry door, all on the southwest elevation.

The landscape plan for the site includes maintenance of existing trees and vegetation around the perimeter of the site and the existing building, as well as new trees and landscaping as required in the new parking area. A small seating area is provided just east of the new building, within a significant usable open space between the two buildings.

Analysis and Conclusion

Land Use and Plan Consistency – While the introduction of residential uses at this location may not have been anticipated, staff believes that the site is a good location for such a unique and rare *mix* of land uses. Well-served by transit and within walking distance of many basic amenities and employment opportunities, the location will provide options for individuals who have faced homelessness or housing insecurity to access opportunities on the greater east side and across the City. Meanwhile, the distance from other residential uses in the area will help to mitigate any potential negative impacts of the food processing and warehousing component of the site.

The proposed mix of uses is generally consistent with the wide variety of uses that could be included within “Regional Mixed Use” areas designated in the Comprehensive Plan, and the 11.5 dwelling units per acre proposed

for the site does not approach the upper limits of what could be allowable in the CC-T Zoning District or areas planned for Regional Mixed Use.

Access, Parking, and Circulation – As mentioned in the previous section, revisions will need to be made to the site and buildings to include covered bicycle parking for residents of the buildings. Further, Traffic Engineering and Metro Transit staff have recommended conditions to address the need for better pedestrian infrastructure around the site to improve walkability and access to Metro bus stops on Lien Road. Finally, it is noted by Traffic Engineering staff that pedestrians going to and from the site will not likely have a safe way to cross Thierer Road, and that there are no foreseen solutions to this issue.

Conditional Use Standards – The Planning Division staff evaluation of the proposal's ability to meet the standards for conditional use approval is summarized below.

As stated in MGO Section 28.183(6)(a), *"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 as 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 following conditions are present:*

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 is 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 is met, so long as all conditions of approval regarding pedestrian infrastructure are sufficiently addressed.

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 is 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 is 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 conditions of approval related to bicycle parking, pedestrian infrastructure, and transit-related improvements are sufficiently 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, and does not believe that a TDM is necessary in this case.

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, so long as Planning and Zoning conditions of approval related to bicycle parking, entrance orientation, and other zoning issues are sufficiently addressed.

9. *When applying the 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 recommendations.*

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, but notes that changes to the proposed building to make it compliant with zoning code standards regarding entrance orientation must be addressed in final plans for review and approval by staff. With the changes made to the design to accommodate the relocated entrance and improve the building orientation to Lien Road, the applicant should work with staff to refine the placement of building materials so as to include brick on the Lien Road facade.

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

Conclusion – Staff believes that if adjustments can be made to address all conditions of approval, the proposed mix of residential and employment/light industrial uses can be a good fit for this site, and that it is generally consistent with recommendations in adopted plans for the area. The provision of housing and employment opportunities for individuals facing homelessness or housing insecurity is critical in the City, and this site will provide transit access other amenities within walking distance to help to better integrate new residential uses on the site with the surrounding area and City as a whole.

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 conditional use for a 16-unit multifamily residential building and light production and processing at 4130 Lien 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 review and approval by staff shall be revised to include dimensioned setbacks to all property lines, rather than to the street curb.
2. Final plans submitted for review and approval by staff shall include at least 20 indoor or covered bicycle parking stalls. A plan showing a convenient route for bicyclists in and out of the covered bicycle parking area(s) shall be included.
3. Final plans submitted for review and approval by staff shall include either a new entrance or a relocated entrance oriented to Lien Road for the new building, in order to meet basic zoning requirements. This entrance shall be connected by private sidewalk to Lien Road. With this change, brick shall be incorporated on the Lien Road façade of the building in the area of the relocated or new entrance.

Zoning Administrator (Contact Matt Tucker, 266-4569)

4. For all residential uses, at least 90% of required resident bicycle parking shall be designed as long-term parking. Required long-term bicycle parking spaces shall be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather and shall be accessible to intended users.
5. The proposed residential building shall meet the design standards for mixed-use and commercial districts and the building form requirements for a large multi-family building, including entrance orientation requirements. Per sections 28.060(2)(a) and 28.172(7)(b), the principal entry to the building shall be oriented to the primary abutting street. Additional entrances may be oriented to a parking area.
6. Provide the required number of bicycle parking stalls per Table 28I-3 and section 28.141(11). Per section 28.141(11), required bicycle parking shall comply with short and long-term bike parking requirements for both residential and non-residential uses, to be shown on the final plan sets. Submit a detail showing the model of bike rack to be installed.
7. Submit a landscape plan and landscape worksheet stamped by the registered landscape architect. Per section 28.142(3), landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
8. Exterior lighting provided shall be in accordance with City of Madison General Ordinances Section 10.085. Provide an exterior lighting plan and fixture cut sheets, with the final plan submittal.
9. Submit a detail of the dumpster enclosure area. The dumpster enclosure shall be screened on four (4) sides (including a gate for access) by a solid, commercial-grade wood fence, wall, or equivalent material with a minimum height of six (6) and not more than eight (8) feet tall.

10. Submit a detailed calculation showing that the proposed residential building meets the design standards for door and window openings per section 28.060(2)(d).
11. The proposed project meets lot coverage and useable open space requirements. For the final plan submittal, please revise the lot coverage and useable open space exhibits to accurately reflect the code requirements per sections 28.140 Usable Open Space and 28.211 Definitions.

Traffic Engineering (Contact Eric Halvorson, 266-6527)

12. Applicant shall construct crosswalk, ADA compliant pedestrian ramps and sidewalk connection across Lien Road to connect to the Eastbound Lien Road bus stop. Applicant shall construct an ADA compliant boarding pad at both bus stop locations.
13. Applicant shall understand that due to sight visibility at the Thierer and Lien Road intersection that a crossing of Thierer Road is not possible. No additional treatments are feasible that will permit a pedestrian to safely cross Thierer Road at this location.
14. 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.
15. 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.
16. 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.
17. Applicant shall submit for review a Commercial Delivery Plan this shall include an onsite Loading Zone (10' x 35') note on the plan.
18. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

Metro Transit (Contact Tim Sobota, 261-4289)

19. In their letter of intent, the applicant states they "will work with the traffic engineering department to improve the pedestrian access to the existing bus stop on Thierer [Lien] Road just woutheast of the site." This eastbound bus stop #9849 is on the south side of Lien Road, east of the Thierer/Lien intersection. The stop is currently unimproved – having no accessible boarding pad, sidewalk, curb ramp or marked crosswalk connection to other pedestrian facilities in the area.
20. The applicant shall include these bus stop pedestrian access improvements on the final documents filed with their permit application so that Metro Transit may review and approve the design.
21. Metro Transit operates daily transit service (every thirty minutes) along both sides of Lien Road through the Thierer Road intersection adjacent to the project site. The westbound bus stop zone #9192 currently

extends along the north side of Lien Road, from the existing bus stop sign pole back east to the intersection – including an accessible concrete boarding pad.

22. The applicant might consider additional transit amenities on the property opposite this accessible concrete boarding pad location, such as a trash receptacle or a seating amenity, in finalizing their landscape plan.

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

23. This project removes the primary access along Lien Rd. As a result, the existing building will require an address change. New Thierer Road addresses will be assigned for all existing and future tenants.
24. The new 16 unit building will have the base addresses of 1714 and 1718 Thierer Road.
25. The applicant is advised to confirm elevation of Madison Metropolitan Sewerage District (MMSD) 48" diameter sewer being crossed with the proposed sanitary sewer lateral. If the new lateral cannot cross MMSD sewer because of vertical conflict, the applicant shall provide a copy of the approved permit to connect from MMSD prior to plan approval. Provide a note to the plan to contact Ray Schneider 3 days prior to doing lateral work near MSMD sewer (608) 347-3628. The applicant is advised to use caution when working in area of MMSD facilities.
26. 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.
27. 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.
28. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).
29. 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).
30. 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).
31. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816. Approval and permitting of any tree removal or replacement shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan (POLICY).
32. All damage to the pavement on Lien Road, and Thierer Road 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).
33. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in the ROCK RIVER TMDL ZONE and by Resolution 14-00043 passed by the City of Madison Common Council on 1/21/2014. You will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR.

34. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
35. 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).
36. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
- a) Reduce TSS by 80% off of the proposed development when compared with the existing site.
 - b) Provide oil & grease control from the first 1/2" of runoff from parking areas.
 - c) 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.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

37. The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Division (storm/sanitary section). The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number:
- a) Building Footprints
 - b) Internal Walkway Areas
 - c) Internal Site Parking Areas
 - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
 - e) Right-of-Way lines (public and private)
 - f) Plat name and lot lines (metes & bounds parcel lines if unplatted)
 - g) Platted lot numbers (noted "unplatted lands" if not platted)
 - h) Lot/Plat property dimensions
 - i) Street names
 - j) Private on-site sanitary sewer utilities (including all connections to public sanitary)
 - k) Private on-site storm sewer utilities (including all connections to public storm)

THE CAD FILE WILL ONLY BE REQUIRED PRIOR TO FINAL PLAN REVIEW SO THAT MULTIPLE FILES DO NOT NEED TO BE SUPPLIED OR REVIEWED.

Note: Email CAD file transmissions are preferred to: jbendict@cityofmadison.com or ttroester@cityofmadison.com. The party responsible for the CAD file email transmission shall include the project site address in the email subject line. Any changes or additions to the location of the building, private utilities, sidewalks, parking/pavement during construction will require a new CAD file transmittal.

38. 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)

39. The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files, including:
- a) SLAMM DAT files.
 - b) RECARGA files.
 - c) TR-55/HYDROCAD/Etc...
 - d) Sediment loading calculations

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

40. The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. (MGO 10.05(6)) and MGO 35.02(4)(c)(2)). This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
41. 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)).
42. 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).

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 Reindahl park impact fee district (SI22). Please reference ID# 15131 when contacting Parks about this project.
44. Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

Water Utility (Contact Dennis Cawley, 266-4651)

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

Fire Department (Contact Bill Sullivan, 261-9658)

47. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances
48. Coordinate new addresses for the site with City Engineering, following Madison General Ordinances