



PREPARED FOR THE PLAN COMMISSION

**Project Address:** 4525 Secret Garden Drive (District 16 – Ald. Demarb)  
**Application Type:** Rezoning and Conditional Use  
**Legistar File ID #:** [39300](#) & [37226](#)  
**Prepared By:** Kevin Firchow, AICP, Planning Division  
Report Includes Comments from other City Agencies, as noted  
**Reviewed By:** Jay Wendt, Principal Planner

## Summary

**Applicant:** Daniel Krishner; JLA Architects; 2418 Crossroads Drive; Madison, WI 53718  
**Contact:** Joe Lee; JLA Architects; 2418 Crossroads Drive; Madison, WI 53718  
**Owner:** David J. Decker; 15850 W. Bluemound Road, Suite 60; Brookfield, WI 53005

**Requested Action:** The applicant requests approval to rezone 4525 Secret Garden Drive from SR-V2 (Suburban Residential - Varied 2 District) to TR-P (Traditional Residential - Planned District) and conditional use approval to construct a residential building complex.

**Proposal Summary:** The applicant proposes to develop a residential building complex with 17 buildings, 113 Units, and 242 bedrooms. The site includes 190 covered parking stalls and 57 surface parking stalls.

**Applicable Regulations & Standards:** This request is subject to the approval standards for Zoning Map Amendments [MGO 28.182], Conditional Uses [MGO 28.183] and TR-P District Standards [MGO 28.053]. As a residential building complex, review by the Urban Design Commission is also required [MGO 33.24(4)(c)]. That section states that the Urban Design Commission is to review the exterior design and appearance of all principal buildings or structures and the landscape plans of all proposed residential building complexes. It shall report its findings and recommendations to the Plan Commission.

**Review Required By:** Urban Design Commission (UDC), Plan Commission (PC), Common Council (CC)

**Summary Recommendation:** The Planning Division recommends that the Plan Commission find that the standards for zoning map amendments are met and forward Zoning Map Amendment 00176 rezoning 4525 Secret Garden Drive, from SR-V2 (Suburban Residential - Varied 2) District to TR-P (Traditional Residential - Planned) District to the Common Council with a recommendation of **approval**. The Planning Division further recommends that the Plan Commission find that the conditional use standards are met and **approve** the conditional use to construct a residential building complex to allow 113 apartments to be constructed in 17 buildings on land generally addressed as 4525 Secret Garden Drive. These recommendations are subject to input at the public hearing and the conditions recommended by reviewing agencies.

## Background Information

**Parcel Location:** The 559,388-square-foot (12.84-acre) property is located on the far southeast corner of Madison, at the intersection of Secret Garden Drive and Catalina Parkway. The site is within Aldermanic District 16 (Ald. Demarb) and is located within the limits of the McFarland School District.

**Existing Conditions and Land Use:** The property is currently undeveloped and includes two significant development constraints. The first is a 50-foot wide underground gas line that runs along Catalina Parkway. The second is a 40-foot wide electrical easement with overhead utility line that runs across the middle-rear section of the property. The lot was created in 2004 with the approval of the "Secret Places at Sigglekow Preserve" Plat. At that time, the site was zoned R4-General Residence District. That district allowed for multi-family development and residential building complexes. The site was zoned to the SR-V2 (Suburban Residential-Variied 2) district as part of the city-wide re-write process in 2013.

### Surrounding Land Use and Zoning:

**North:** Undeveloped land outside the City of Madison (in the town of Blooming Grove), zoned A-1(EX) Exclusive Agriculture;

**South:** Single family residences, zoned TR-C3 (Traditional Residential-Consistent 3 District);

**East:** Undeveloped land outside the City of Madison (in the town of Blooming Grove), zoned A-1(EX); and

**West:** Single-family residences zoned TR-C3; and to the northwest, an undeveloped parcel, zoned CN (Conservancy).

**Adopted Land Use Plan:** The Comprehensive Plan (2006) recommends low-density residential development for the subject site. This plan acknowledges that neighborhood, neighborhood development, or special area plans may provide more detailed and specific recommendations regarding land uses recommended at particular locations within an area. The Marsh Road Neighborhood Development Plan (1999) recommends low-medium density residential development with a recommended density between 8-11 dwelling units per acre (du/ac).

**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, though the closest Metro stop is nearly a mile away at the intersection of Marsh Road and Calico Court.

**Zoning Summary:** The applicant requests approval to rezone the property to the TR-P (Traditional Residential - Planned) District.

Requirements	Required	Proposed
Lot Area (sq. ft.)	600/d. u. + 300 per bedroom > 2 (72,600 sq. ft.)	559,288 sq. ft.
Lot Width	50'	Adequate
Front Yard Setback	15'	Adequate
Side Yard Setback	10'	25' East 31' North
Rear Yard Setback	Street-accessed: 20' Alley-accessed: 2'	Adequate
Usable Open Space	140 sq. ft. per d. u. (15,820 sq. ft.)	Adequate (See Comment #40)
Maximum Lot Coverage	75%	Less than 75% (See Comment #40)
Maximum Building Height	4 stories/ 52'	3 stories
Number Parking Stalls	<b>Single-family attached dwelling</b> Minimum: 1 per dwelling (59) Maximum: 2 per dwelling (118) <b>Multi-family dwelling</b> Minimum: 1 per dwelling (54) Maximum: 2.5 per dwelling (135) (253 maximum total stalls)	57 surface stalls 190 garage stalls (247 total)
Accessible Stalls	Yes	No (See Comment #42)
Loading	No	No
Number Bike Parking Stalls	<b>Single-family attached:</b> 1 per dwelling (59) <b>Multi-family dwelling:</b> 1 per unit up to 2-bedrooms, ½ space per add'l bedroom (62) 1 guest space per 10 units (5) (126 total)	No (See Comment #41)
Landscaping and Screening	Yes	Yes (See Comments # 43 & 44)
Lighting	Yes	No (See Comment #46)
Building Forms	Yes	Yes, as approved in the TR-P design standards (See Comment #45)
<b>Other Critical Zoning Items</b>	Urban Design (Residential Building Complex), Barrier Free (ILHR 69), Utility Easements	

*Table Prepared by Jenny Kirchgatter, Assistant Zoning Administrator*

## Project Description

The applicant requests two approvals with this proposal. The first request is to rezone the subject property from SR-V2 (Suburban Residential-Varied 2 District) to TR-P (Traditional Residential-Planned District). The second request is for a conditional use for a residential building complex. The purpose of this proposal is to establish a residential building complex with 17 buildings, 113 Units, and 242 bedrooms. A maintenance shed is also depicted on the site plan. This request is subject to the approval standards for Zoning Map Amendments, Conditional Uses, and standards for the TR-P District.

The property is currently undeveloped and includes two significant development constraints. The first is a 50-foot wide underground gas line that runs along Catalina Parkway. This gas line prevents buildings from being located closer to the street. The second is a 40-foot wide electrical easement with overhead utility line that runs across the middle-rear section of the property.

The proposed complex includes a combination of townhouse and small apartment buildings. In total, there are nine (9) townhouse buildings ranging in size from four to nine-unit clusters. There are 59 dwelling units within these townhouse buildings, all of these being two bedroom units. The remaining 54 units are located within smaller apartment buildings. These include two and three bedroom units. Below is a summary of the proposed unit mix:

**Summary of Proposed Unit Mix**

	Units	Bedrooms
Two Bedroom Units	97	194
Three Bedroom Units	16	48
<b>TOTAL</b>	<b>113</b>	<b>242</b>

The buildings are organized around a private drive and central green space. This drive is lined with sidewalks, but includes no terrace areas. The green space bisects the site and includes a central playground area, located in close proximity to the three-bedroom units. Grading information provided in the plans show that the street-facing townhouse buildings would be set between 12 and 19 feet above Catalina Parkway. This includes an existing five-foot tall retaining wall, which would remain in front of the proposed F-3 building.

The proposed site plan includes 247 parking stalls, and a resulting ratio of 2.19 parking stalls per unit. Each unit includes either a one or two-car attached garage. In total, 190 covered parking stalls are provided. There are an additional 57 surface stalls, most oriented as parallel parking stalls along the main internal drive.

The buildings are clad with similar exterior pallets, including a stone veneer base, horizontal composite lap siding, with shake siding accents.

The applicant anticipates developing the project in two phases. The first phase would include the central greenway, playground, and all buildings to the east. The second phase would include the buildings on the west side of the greenway.

Also included in the applicant’s materials is a proposed management plan.

**Analysis and Conclusion**

This proposal includes both a zoning map amendment and conditional use request. While the site’s current SR-V2 zoning allows for multi-family development at a greater density than what is proposed, the applicant seeks a zoning map amendment to the more flexible TR-P district as the proposed orientation does not comply with building form standards that require each building to have a street-oriented entrance. This standard can be adjusted with approval of TR-P zoning. Like with SR-V2 zoning, residential building complexes are a conditional use in the proposed district. As such, this proposal is subject to the review standards for zoning map amendments and conditional uses. This development must also conform to the standards for the TR-P (Traditional Residential-Planned) District. Staff’s analysis begins with a summary of adopted plan recommendations.

### **Conformance with Adopted Plans**

The Comprehensive Plan (2006) recommends low-density residential development for the subject site. While such areas are predominantly characterized by single and two-family homes, other housing types such as townhouses and small apartment buildings that are compatible with neighborhood character are recognized as other recommended housing types within such areas. The Comprehensive Plan also acknowledges that neighborhood, neighborhood development, or special area plans may provide more detailed and specific recommendations for an area. The Marsh Road Neighborhood Development Plan (1999) recommends low-medium density residential for the subject site. That includes a recommended density between 8-11 dwelling units per acre (du/ac). The proposed development has a calculated density of 8.80 du/ac, which is within the recommended density range.

### **Zoning Map Amendment Standards**

Staff believes that the Zoning Map Amendment standards can be met. These standards state that such amendments are legislative decisions of the Common Council that shall be based on public health, safety and welfare, shall be consistent with the Comprehensive Plan, and shall comply with Wisconsin and federal law.

Chapter 66.1001(3) of Wisconsin Statutes requires that zoning ordinances (of which the zoning map is part) enacted or amended after January 1, 2010 be consistent with the City's Comprehensive Plan. 2010 Wisconsin Act 372 clarified "consistent with" as "furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan." Staff believes that the project is consistent with the Comprehensive Plan, as noted above.

### **TR-P Approval Standards**

The following additional standards apply for the approval of TR-P Master Plans [Section 28.053(6)(b)]:

1. The proposed TR-P Master Plan shall be consistent with the recommendations of the Comprehensive Plan and any adopted neighborhood plan, including the objectives established for traditional neighborhood development in the Comprehensive Plan.
2. The proposed TR-P Master Plan shall contain a highly connective circulation pattern and shall be conducive to multiple forms of transportation.
3. The proposed master planned development shall include a variety of integrated residential dwelling unit types. Segregation of dwelling unit types shall be avoided.
4. The proposed TR-P Master Plan shall be consistent with the statement of purpose of this section. (That statement of purpose reads, in part, the TR-P District is established to encourage the development of new traditional neighborhoods in close-in or outlying parts of the City that incorporate the characteristics of existing traditional neighborhoods. Features include a variety of lot sizes and integrated housing types, detached or alley-loaded garages, traditional architectural features such as porches, an interconnected street system and the creation of a high-quality public realm.)
5. The TR-P Master Plan shall also comply with all of the requirements for preliminary plats in Section 16.23(5)(c) Madison General Ordinances.

Staff believes that the aforementioned TR-P standards can be met. In consideration of the above standards, the Planning Division believes this proposal could be found consistent with adopted plan recommendations, as noted above. In regards to the circulation pattern, the proposal includes a private street and sidewalk network that provides vehicle and pedestrian connections across and around the site. Staff acknowledges this to be a

significant improvement over the initial concept presented in the Fall of 2014 that had multiple apartment buildings oriented around surface parking and a green space. Specific design related comments on the sidewalk system are detailed in the following section. In regards to the integration of housing types, the development introduces new townhouse units to the neighborhood that consists primarily of single-family homes with some other smaller apartments located closer to Sigglekow Road.

### **Conditional Use Standards**

Residential building complexes require Conditional Use review. The approval standards state that the Plan Commission shall give due consideration of adopted plan recommendations and shall not grant a conditional use unless it finds that all standards are met.

With some modifications, the Planning Division believes that the Conditional Use standards can be met. The Planning Division's primary concern is with the proposal's ability to meet Conditional Use Standard 9, which states, in part:

When applying the above standards to any new construction of a 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...

The Planning Division has previously provided feedback to the applicant that the proposed development should appear as an extension of the neighborhood, not an isolated apartment complex on its edge. There have been several improvements in the project's design. Planning staff note that representatives from the Madison Police Department reviewed the latest plans from a "Crime Prevention through Environmental Design" (CPTED) perspective and offered no further suggestions.

While much improved, the Planning Division believes additional changes would better align the development with the above standard. Recommended improvements include the following:

***Townhouse Relationship to Streets.*** The development team has reconfigured the site plan to meet some neighbor and alder concerns, bringing the townhouse buildings closer to Catalina Parkway. The small apartment buildings, which include more family-supporting three-bedroom units, are now proposed around an internal green and playground. The Planning Division concurs that sensitively placed townhomes would provide a better transition to single-family homes than larger multi-family buildings.

However, staff has some concerns regarding the relationship between the townhouse buildings and the abutting streets and private drives. Along Catalina Parkway, the proposed grading plan shows that Buildings F-1, F-2, F-3, and D-2 would sit between 12 and 19 feet above the street level. (Note, there is an approximately five-foot retaining wall in front of the F-3 building, which would remain. The F-3 building would sit about 14 feet above that wall.) In effect, the townhouse buildings are three-story structures (with lower level garage in the rear) with grade added along the street side of the structure to create a two-story appearance. Due to stormwater management issues the applicant is limited on how deep the buildings can be set within this arrangement. Further, due to the gas easement between the buildings and the street, the applicant is restricted in the amount of fill that can be added to provide a gentler slope.

Staff is also concerned about the relationship between some of the townhouse buildings and the abutting internal streets, especially buildings E-4 and D-1. These buildings are set back just over 20 feet from the private sidewalk edge and are set well above the street level.

Prior to finalization of this report, the applicant prepared supplemental exhibits showing cross-sections of these transitions which, are attached. Along Catalina Parkway, staff believes the distance between the buildings and the street is a mitigating factor. Buildings D-2 and F-3 are setback over 70 feet from the edge of the sidewalk. As Catalina Parkway bends, buildings F-2 and F-1 are setback further, up to approximately and 150 feet from the street. Buildings cannot be moved closer to the street due to the location of the aforementioned easement. Further, the applicant has agreed to explore grading and landscaping possibilities and alternate stormwater management approaches that may possibly drop the height of the buildings by up to a few feet. Along the internal streets, staff recommends the applicant look at ways to break up the massing of the stairs and look at the possible realignment of the private drive, to see if more space can be made by shifting it eastward.

Plans also do not appear to show details such as possible stair connections that appear to be necessary. Additionally, staff has questions on how the slopes will be planted and maintained, considering the possible steepness of the slope. The Planning Division has recommended formal conditions related these issues.

***Internal Sidewalk and Streetscape Design.*** The plans show a network of private streets and sidewalks serving this development. The Planning Division has concerns regarding the lack of a terrace between the sidewalk and street. From a safety standpoint, the Traffic Engineering Division has recommended a minimum sidewalk width of at least seven (7) feet in areas where sidewalks directly abut parking stalls to avoid conflicts with vehicles and their door swings. In discussions with Traffic Engineering staff, a six-foot wide sidewalk may be considered when adjacent to parallel stalls. While the Urban Design Commission did not include this in their formal recommendation to the Plan Commission, the Planning and Traffic Engineering Divisions would also support a cross section that includes a more traditional cross section with terrace between the sidewalk and street. Minimally, the Planning Division will recommend that private street cross section details are provided as part of final sign-off, that identify a widened sidewalk and/or terrace, pedestrian scale lights, and internal street tree planting program.

***Building Design Details.*** The applicant has revised the exterior materials since previous submittals. While buildings were previously clad in vinyl horizontal and shake siding, the horizontal siding has been replaced with a composite siding. Staff understands that while the plans continue to label the shake-siding accents as vinyl, the applicant has clarified this is a typo and that this is also intended to be a composite material. Staff also recommends that the applicant work to differentiate the long roof lines on the street-facing townhouse buildings.

Related to other conditional use standards, staff also notes that there have been several neighborhood comments at meetings related to traffic impacts of this development. In response, the applicant prepared and submitted a traffic impact analysis to Traffic Engineering in the Fall of 2015. A copy of the document is attached. The City Traffic Engineer has not recommended any roadway changes, additional traffic calming measures or specific deposits for future traffic calming measures at this time. The Traffic Engineering has recommended their standard comment that the developer provide a security deposit prior to the start of development in order to fund modifications that may be needed to any City owned and/or maintained traffic signals, street lighting, signing, pavement marking or related items.

### **Action of the Urban Design Commission**

The Urban Design Commission (UDC) recommended initial approval of this development at their April 6, 2016 meeting. A copy of their report is attached. Among the issues raised by the UDC were comments on differentiating the buildings and exploring grading and landscape options to improve the transition between the townhouse buildings and Catalina Parkway.

## Neighborhood Comments

The applicant has attended multiple meetings with the neighborhood as the plans have evolved. A copy of an email from Ald. Demarb, summarizing the latest concerns was provided to the UDC and is included in the Plan Commission packets. A letter from the Secret Places Neighborhood Association, dated April 14 is also attached.

## Conclusion

There are two requests included with this proposal. The applicant first requests approval to rezone the subject property from SR-V2 (Suburban Residential-Varied 2 District) to TR-P (Traditional Residential-Planned District). While the applicant could develop a more conventional residential building complex under the existing SR-V2 zoning, the Zoning Administrator determined that the proposed development was not consistent with allowable building forms and street-orientation requirements of that district. The second request is for a conditional use for a residential building complex with 17 buildings, 113 Units, and 242 bedrooms. The site includes 190 covered parking stalls and 57 surface parking stalls.

The subject property was created in 2004, and has had multi-family supporting zoning since that time. The site includes two significant development constraints. The first is a 50-foot wide underground gas line that runs along Catalina Parkway. The second is a 40-foot wide electrical easement with overhead utility line that runs across the middle-rear section of the property.

With the recommended conditions, the Planning Division believes the approval standards for Zoning Map Amendments, Conditional Uses, and the additional standards for the TR-P (Traditional Residential-Planned) District can be met.

## Recommendation

### Planning Division Recommendation (Contact Kevin Firchow, 267-1150)

The Planning Division recommends that the Plan Commission find that the standards for zoning map amendments are met and forward Zoning Map Amendment 00176 rezoning 4525 Secret Garden Drive, from SR-V2 (Suburban Residential - Varied 2) District to TR-P (Traditional Residential - Planned) District to the Common Council with a recommendation of **approval**. The Planning Division further recommends that the Plan Commission find that the conditional use standards are met and **approve** the conditional use to construct a residential building complex to allow 113 apartments to be constructed in 17 buildings on land generally addressed as 4525 Secret Garden Drive. These recommendations are subject to input at the public hearing and the conditions recommended by reviewing agencies.

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

### Planning Division (Contact Kevin Firchow, 267-1150)

1. That the applicant receives final approval of the Urban Design Commission before submitting for final staff sign-off.

2. That the applicant revises plans to reduce the grade difference and/or provide a more gradual grade transition between the first floor (above garage) of buildings F-1, F-2, F-3, and D-2 and Catalina Parkway. The applicant shall consult with the utility and identify any allowable grading modifications related to the gas pipeline and easement and the revised plans shall be consistent with this information. Final details shall be approved by the Urban Design Commission and by staff.
3. That the applicant revises plans to improve the relationship between townhouse buildings and internal streets. This may be achieved through one (or combination) of the following methods or other approaches with final details to be approved by the Urban Design Commission and staff. Suggested alterations to explore include reconfiguration/terracing of stairs to reduce mass, additional landscaping, and possible lowering of townhouse buildings. The applicant shall also consider the shifting or realignment of the private drive between buildings E-4, C-1, E-2 and B-1 to allow for additional spacing between the townhouse buildings than currently provided.
4. That the applicant provides details on the planting and maintenance plan for sloped areas in front of buildings F-1, F-2, F-3, and D-2. Final details shall be approved by the Urban Design Commission and by staff.
5. That after consultation with the utility, the applicant provides additional landscaping within the gas easement as allowed. Final details shall be approved by the Urban Design Commission and by staff.
6. That the applicant revises plans to provide an accurate representation of internal sidewalk networks and any additional walls or steps that will be necessary to address grade changes. This information shall be approved by the Urban Design Commission and by staff.
7. That the applicant revises plans and provides a detailed cross section of the internal private streets that show a widened sidewalk and/or terrace, pedestrian lighting, street tree plantings, and street furniture. Final details shall be approved by the Urban Design Commission and by staff.
8. That the elevation drawings be revised to break up the long roof lines of buildings F-2 and F-3. Final design shall be approved by the Urban Design Commission and by staff.
9. That the elevation drawings be revised to correctly label all siding materials. This includes correcting the incorrectly labeled vinyl shake siding details. Final materials shall be approved by the Urban Design Commission and by staff.
10. That the applicant provides a phasing plan graphic with the plans submitted for final staff sign-off.

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

11. Applicant needs to confirm whether sewer and water in site to be publicly owned/maintained. If they are, developer will be required to dedicate easements for the sewer and water and also enter into a City-Developer agreement for the proposed public utility improvements.
12. 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.

13. The applicant shall submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: [bstanley@cityofmadison.com](mailto:bstanley@cityofmadison.com) (East) or [ttroester@cityofmadison.com](mailto:ttroester@cityofmadison.com) (West). 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) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); e) Right-of-Way lines (public and private); f) Lot lines or parcel lines if unplatted; g) Lot numbers or the words unplatted; h) Lot/Plat dimensions; i) Street names; j) Stormwater Management Facilities; k) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).
14. 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))
15. This project appears to require construction dewatering. A dewatering plan shall be submitted to City Engineering as part of the Erosion Control Permit.
16. Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project. Include copies of all stormwater, utility, and detail plan sheets that contain stormwater practices on 8.5x14 size paper in the draft document. These drawings do not need to be to scale as they are for informational purposes only. Once City Engineering staff have reviewed the draft document and approved it with any required revisions submit a signed and notarized original copy to City Engineering. Include a check for \$30.00 made out to Dane County Register of Deeds for the recording fee. City Engineering will forward the document and fee for recording at the time of issuance of the stormwater management permit. Draft document can be emailed to Tim Troester (west) at [ttroester@cityofmadison.com](mailto:ttroester@cityofmadison.com), or Jeff Benedict at [jbenedict@cityofmadison.com](mailto:jbenedict@cityofmadison.com) final document and fee should be submitted to City Engineering.
17. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION)
18. 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.
19. 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, & 100 -year storm events, matching post development rates to predevelopment rates.

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 reduce TSS by 80% (control the 5 micron particle) off of newly developed areas compared to no controls.
21. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to provide infiltration in accordance with Chapter 37 of the Madison General Ordinances.
22. 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.
23. 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>.
24. 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)
25. 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)
26. All damage to the pavement on Catalina Pkwy & Secret Garden Dr., 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)

**City Engineering Review Mapping** (Contact Jeff Quamme, 266-4097)

27. The site plan is showing grade changes along with parking and driveway improvements and landscaping (including trees) within the transmission line easement per Document No 401598. Additionally, there is shown a proposed storm sewer pipe in close proximity to a transmission line tower along the north line. The easement provides the utility the right to erect and maintain the electric facilities within the easement. Applicant shall contact ATC to confirm the grade changes and improvements as proposed will not impede ATC's rights of maintenance of their facilities within the easement. Proof of consent will be required for building permit issuance. If the proposed improvements are not acceptable to ATC, the Applicant shall redesign the site as necessary.
  28. Per Document No. 3741444 applicant is required to obtain written consent from ANR Pipeline Company before making any improvement or grade change within the gas pipeline easement along the southwest site of this development. Proof of consent will be required prior to sign off of the zoning plans. If the proposed improvements are not acceptable to ANR, the Applicant shall redesign the site as necessary.
29. Submit a PDF of all floor plans for each separate building to Lori Zenchenko ([Lzenchenko@cityofmadison.com](mailto:Lzenchenko@cityofmadison.com)); so that a preliminary building and preliminary interior addressing plan can be developed prior to plans being submitted for permit review. 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.

30. The site address for the parcel of land is 4501 Catalina Pkwy. The potential address of 4525 Secret Garden Dr has been deleted as the site plan shows that no building has access to Secret Garden Dr.

The private drives will need to be named. Submit a minimum of 2 street name suggestions to Lori Zenchenko ([Lzenchenko@cityofmadison.com](mailto:Lzenchenko@cityofmadison.com)).

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.

**Traffic Engineering** (Contact Eric Halvorson, 266-6527)

31. Traffic Engineering will no longer be accepting paper plans; to ensure a timely review all submittals will include an electronic copy (.pdf preferred).

32. Work with Traffic Engineering to provide a consistent terrace or standard streetscape to improve pedestrian access throughout the site. This become particularly important at the intersection(s) where the current design will require a mix of type one and type two pedestrian ramps creates challenging movements and requires unique treatments which are not desirable.

33. 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.

34. 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.

35. 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.

36. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

37. All pedestrian walkways adjacent parking stalls shall be 7 feet wide to accommodate vehicle overhang, signage and impediments to walkway movements. Any request for variance shall be submitted to and reviewed by City Traffic Engineering.

38. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.

**Zoning Administrator** (Contact Jenny Kirchgatter, 266-4569)

39. Submit a phasing plan for the implementation of the master planned development.
40. Provide plan details and calculations with the final plans for lot coverage and useable open space.
41. Provide the required long-term and short-term bicycle parking per Sections 28.141(4) Table 28I-3 and 28.141(11). A minimum of five (5) short-term guest stalls are required for the multi-family dwellings. Submit a detail of the proposed bike racks, including wall mounted bike racks.
42. Parking requirements for persons with disabilities must comply with Section 28.141(4)(e). Final plans shall show the required accessible stalls, including van accessible stalls.
43. Provide details for the playground area.
44. All developments, except single family and two family developments, shall provide a refuse disposal area. Such area 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) feet and not greater than eight (8) feet.
45. Submit a floor plan and elevations with materials and colors identified for the proposed maintenance garage.
46. 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.
47. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.

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

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| <p>48. Private fire service mains serving fire hydrants shall be the same size as the public mains supplying the private mains unless hydraulically calculated to provide the minimum required flow and pressure. In all cases, mains serving fire hydrants do not need to exceed 10-inches but shall be at least 6-inches. See MGO 34.507 for additional information.</p> |
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49. All portions of the fire lanes for newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path traveled by the fire truck as the hose lays off the truck. See MGO 34.507 for additional information. Sheet C105 shows measurements to the structures in lieu of the fire lanes.
  50. Provide a fire lane that extends to within 150-feet of all exterior portions of the structure, or it can be extended to within 250-feet if the building has a fire sprinkler system.
  51. Fire hydrants shall be located along a fire lane for access.
  52. Mains serving more than (1) fire hydrant shall be a minimum of 8-inches.

**Parks/Forestry** (Contact Janet Schmidt, 261-9688)

53. 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 of the rezoning request. This development is within the Yahara impact fee district. Please reference ID# 07102.1 when contacting Parks about this project.

**Water Utility** (Contact Dennis Cawley, 261-9243)

54. All operating private wells shall be identified and permitted by the Madison Water Utility and all unused private wells shall be abandoned in accordance with MGO Sec. 13.21.

**Metro Transit** (Contact Timothy Sobota, 261-4289)

55. The proposed development is outside Metro Transit's weekday paratransit service area. The closest bus stop with scheduled bus service is just over one mile walking distance, and the units would be greater than the  $\frac{3}{4}$  mile regulatory distance from all day service on weekdays for passengers who might be eligible for door-to-door paratransit service.