

PLANNING DIVISION STAFF REPORT

OCTOBER 26, 2016 URBAN DESIGN COMMISSION

NOVEMBER 7, 2016 PLAN COMMISSION



Project Address: 604 South Point Road
Application Type: Zoning Map Amendment and Conditional Use
Legistar File ID # [44731](#) and [44440](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted.

Summary

Applicant: John McKenzie; 9201 Waterside Street; Madison.

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

Property Owners: Pellett Development, LLC; 1913 Goodin Road; Friendship.

Requested Actions: Approval of a request to rezone property generally addressed as 604 South Point Road from SR-V2 (Suburban Residential–Varied 2 District) to TR-U1 (Traditional Residential–Urban 1 District) and approval of a conditional use for a residential building complex with 274 apartment units in five buildings.

Proposal Summary: The applicant is requesting approval of a residential building complex on Lot 3 of the 1000 Oaks residential subdivision. The apartment complex will consist of 274 units located in five buildings with a central clubhouse and pool. Parking for the development will be provided in 272 underground parking stalls, 135 surface parking stalls and 305 bike parking stalls. Construction of the project will occur in phases beginning in spring 2017, with completion anticipated in summer 2020.

Applicable Regulations & Standards Section 28.182 of the Zoning Code provides the process for zoning map amendments. Table 28C-1 in Section 28.032(1) of the Zoning Code identifies residential building complexes as a conditional use in TR-U1 (Traditional Residential–Urban 1 District) zoning subject to supplemental regulations in Section 28.151. Section 28.183 provides the process and standards for the approval of conditional use permits. Review by the Urban Design Commission is required per Section 33.24(4)(c) of the Urban Design Commission ordinance.

Review Required By: Urban Design Commission, Plan Commission and Common Council (for the rezoning).

Summary Recommendation: The Planning Division recommends that the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00251, rezoning property addressed as 604 South Point Road from SR-V2 to TR-U1, to the Common Council with a recommendation of **approval**, and **approve** a conditional use–residential building complex to allow construction of 274 apartment units in five buildings following a recommendation by the Urban Design Commission, and subject to input at the public hearing, and the conditions from reviewing agencies beginning on page 6 of this report.

Background Information

Parcel Location: An approximately 7.2-acre parcel bounded on the east by existing South Point Road, on the south by future Watts Road, and on the north by future Harvest Moon Lane ; Aldermanic District 9 (Skidmore); Madison Metropolitan School District.

Existing Conditions and Land Use: Undeveloped land, zoned SR-V2 (Suburban Residential–Varied 2 District)

Surrounding Land Uses and Zoning:

North: City of Madison public works facility and Fire Station 12, zoned IL (Industrial–Limited District); regional stormwater management facility, zoned CN (Conservancy District);

South: Future single- and two-family residences and stormwater greenway in the 1000 Oaks subdivision, zoned TR-P (Traditional Residential–Planned District);

West: Undeveloped land west of Harvest Moon Lane, zoned SR-V2 (Suburban Residential–Varied 2 District);

East: Across South Point Road, single-family residences in the Cardinal Glenn subdivision in the City of Madison, zoned TR-C3 (Traditional Residential–Consistent 3 District); single-family residences and undeveloped agricultural lands in the Town of Middleton.

Adopted Land Use Plans: The Comprehensive Plan recommends the subject site and multi-family properties to the west along Watts Road for Medium-Density Residential uses at a density of 16-40 units per acre.

The Pioneer Neighborhood Development Plan recommends the subject site and two other multi-family lots in the 1000 Oaks subdivision located to the west along the north side of Watts Road be developed with medium-density residential uses at a density of 16-25 units an acre.

Zoning Summary: The subject property will be zoned TR-U1 (Traditional Residential–Urban 1 District):

Requirements	Required	Proposed
Lot Area	1,000 sq. ft. per unit (274,000 sq. ft.)	312,938 sq. ft. (existing)
Lot Width	50'	Adequate, existing
Front Yard	15'	Will comply
Maximum Front Yard	No more than 20% greater than block average, up to 30' maximum	Will comply
Side Yard	8' for end units	Will comply
Reverse Corner Side Yard Setback	12'	Will comply
Rear Yard	Lesser of 25% of lot depth or 20'	Will comply
Maximum Lot Coverage	75%	61%
Usable Open Space (per unit)	320 sq. ft. per unit (87,680 sq. ft)	92,134 sq. ft.
Maximum Building Height	5 stories, 65'	2-4 stories
Building Form	Large Multi-Family Building	Complies with requirements
Number Parking Stalls	1 per dwelling (274)	407
Accessible Stalls	Yes	0 (See conditions)
Number Bike Parking Stalls	1 per unit up to 2-bedrooms (274); 1 short term guest space per 10 units (27)	305; (See conditions)

Other Critical Zoning Items

Yes: Urban Design (Residential Building Complex), Barrier Free, Utility Easements

No: Wellhead Protection, Floodplain, Landmarks, Waterfront Development , Adjacent to Park

Prepared by: Jenny Kirchgatter, Assistant Zoning Administrator

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

Public Utilities and Services: The subject site and larger 1000 Oaks subdivision will be served by a full range of urban services as it develops with the exception of Metro Transit, which currently does not provide service west of Junction Road.

Previous Approvals

On December 13, 2005, the Common Council conditionally approved a request to rezone 124.7 acres from Temp. A (Agriculture District) to R2T, R2Y, R2Z (Single-Family Residence Districts), R5 (General Residence District), C (Conservancy District) and Planned Unit Development, General Development Plan (PUD-GDP) [1966 Code] and approved a preliminary plat with 274 single-family lots, 9 two-family lots, 1 lot for townhouse development, 3 lots for future multi-family development and various outlots for public and private open space and stormwater management. A final plat of the same was approved by the Common Council on June 6, 2006 but was not recorded before the subdivision approval and zoning expired.

On June 3, 2008 the Common Council conditionally approved a request to rezone the subject site from Temp. A (Agriculture District) to R2T, R2Y, R2Z (Single-Family Residence Districts), R5 (General Residence District), C (Conservancy District) and Planned Unit Development, General Development Plan (PUD-GDP); approval of a preliminary plat proposing 274 single-family lots, 9 two-family lots, 1 lot for townhouse development, 3 lots for future multi-family development and various outlots for public and private open space and stormwater management, and; approval of a final plat creating the 3 lots for future multi-family development and 1 outlot for stormwater management north of future Watts Road (extended). The final plat was recorded on May 15, 2009.

The subject site is Lot 3 of the recorded final plat, and was zoned R5 prior to the new Zoning Code taking effect on January 2, 2013, when it was transitioned to its current SR-V2. At the time of platting, there were no density restrictions placed on the subject lot, although it was *estimated* that development of the three 1000 Oaks lots zoned for multi-family would yield 350 dwelling units.

Project Description

The applicant is requesting approval of a conditional use for a residential building complex to allow construction of an apartment development with 274 dwelling units in five buildings on an approximately 7.2-acre parcel platted as Lot 3 of the 1000 Oaks residential subdivision. The applicant is seeking to rezone the site to the TR-U1 (Traditional Residential–Urban 1) zoning district to support the proposed development.

The subject site is an undeveloped, triangularly shaped lot that fronts onto the west side of existing South Point Road, with the southerly and northerly edges of the site formed by Watts Road and Harvest Moon Lane, respectively, which were platted with the 1000 Oaks development but not constructed. Both of those roads will be constructed in 2017 by the City and assessed to benefitting properties. The site is characterized by a modest slope from east to west and is devoid of vegetation.

Moving from east to west, the residential building complex will be comprised of two 50-unit buildings oriented towards South Point Road, which will primarily stand three stories tall with two-story wings at the northern and southern ends of buildings. The space between the two 50-unit buildings is proposed as a wide, landscaped courtyard leading from South Point Road to the eastern wall of the complex's tall, one-story clubhouse building,

which will be located at the center of the site between two four-story, 60-unit buildings that will extend north-south through the property. A pool and terrace will be located west of the clubhouse, with a three-story, 54-unit building forming the westerly corner of the site at Watts Road and Harvest Moon Lane. The 274 units will include 34 efficiencies, 158 one-bedroom, and 82 two-bedroom apartments, including a total of 24 units that will include a den. All of the buildings will include underground parking accessed from Watts Road or Harvest Moon Lane, with 407 auto parking stalls proposed at a ratio of 1.5 stalls per dwelling unit.

Analysis

The proposed residential building complex will have a net density of 38.1 dwelling units per acre, which exceeds the maximum density allowed in the existing SR-V2 zoning district of approximately 21.7 units per acre (2,000 square feet of lot area per unit), hence requiring that the property be rezoned to TR-U1, where a density of up to approximately 43 units per acre is possible (1,000 square feet of lot area per unit up to two-bedroom units).

As noted in the 'Previous Approvals' section of this report, the subject lot and two nearby lots intended for future multi-family housing were originally zoned R5 (General Residence District) at the time that the 1000 Oaks development was first approved in 2005. Per its statement of purpose, the R5 district in the 1966 Zoning Code was intended to guide the development of "medium density residential areas normally located in the inlying as well as some outlying urban parts of the City," with the potential for new units to be developed at approximately twice the density of the next closest and less dense R4 General Residence District, which was the more commonly used zoning district to develop multi-family under the former code. In the former R5 district, multi-family units could be developed with an average lot area of 1,000 square feet per unit, while the R4 district required 2,000 square feet of lot area per unit. For comparative purposes, the maximum density allowed in the former R5 district most closely corresponds to the maximum density allowed in the current TR-U1 district, while the former R4 most closely corresponds to the SR-V2 or TR-V2 districts in the new code.

During the mapping of the 2013 Zoning Code, however, staff recommended that few or no undeveloped properties zoned R5 under the old code and located in newly developing areas of the City be zoned TR-U1 effective with the new code. This included the subject site as well as Lots 1 and 2 of 1000 Oaks, which were also zoned for future multi-family development in the R5 district. The intent was to provide staff and the Plan Commission with another opportunity to review the future zoning of those properties where higher density was previously determined to be appropriate to ensure that the bulk provisions of a higher-density district like TR-U1 were being satisfied at the time of development and in a manner consistent with the recommendations of a more detailed neighborhood development plan as well as the Comprehensive Plan.

In this case, the Pioneer Neighborhood Development Plan recommends that the three lots planned for future multi-family development in 1000 Oaks, including the subject site, be developed with medium-density residential housing at a density of 16-25 units per acre, which is considerably less than the density proposed by the developer for Lot 3, or the maximum density allowed in the TR-U1 zoning district, or the top end of the broader 16-40 unit per acre density range recommended for Medium-Density Residential development by the Comprehensive Plan.

However, the applicant also currently controls Lot 2 of 1000 Oaks located across Harvest Moon Lane from the subject site, which is also zoned SR-V2, was zoned R5 with the plat, and is recommended for medium-density development with the same density ranges as the subject site. Lot 2 contains 6.57 acres of lot area (286,229 square feet), which could yield 143 multi-family dwelling units based on the 2,000 square-foot minimum lot area per unit in SR-V2 zoning. Planning staff has discussed limiting the number of units developed on Lot 2 below the

maximum allowed in SR-V2 zoning with the applicant in an effort to average the combined density of Lots 2 and 3 in a fashion that brings the development of the two lots closer to the 16-25 units per acre recommended, to which the applicant has seemed amenable. A concept shared with staff and the Urban Design Commission in August 2016 called for 100 units to be developed on Lot 2 at a density of 15.2 units per acre for that lot. When the density of Lots 2 and 3 are combined, the 374 units proposed on the 13.75 combined acres of land results in a density of approximately 27 units per acre, which is much more consistent with the general density recommendations in the Pioneer Neighborhood Development Plan. In order to codify this transfer of density from Lot 2 to Lot 3, staff recommends that a restrictive covenant be placed on Lot 2 prior to issuance of permits for Lot 3 that limits the number of future units that may be developed on Lot 2 to an average aggregate density consistent with the density recommendations in the neighborhood development plan.

The reduced density on Lot 2 to support the proposed density of the subject lot may also facilitate the development of a greater variety of multi-family dwelling unit types than have been developed elsewhere in the Pioneer neighborhood or the greater west side in recent years, which has mostly favored development of studio/ efficiency, one- and two-bedroom units. The Pioneer Neighborhood Development Plan recommends that the planning area include a mix of housing types, lot sizes, densities, and related architectural styles in part to create the opportunity for residents to find housing in the neighborhood that fits both their price range and housing needs throughout their lifetime. As the neighborhood develops, the plan recommends that the neighborhood accommodate a wide range of housing types targeted toward a broad range of income levels, and to seamlessly integrate market rate with more affordable housing. In a lower density development of Lot 2, the developer will hopefully have the opportunity to incorporate larger apartment units than the recent norm, which staff feels is important to fulfilling the housing diversity goals of the neighborhood plan. To accomplish this goal, staff recommends that the restrictive covenant on Lot 2 specify that at least 15 percent of the units to be developed will include three full bedrooms. The developer is aware of this recommendation.

The Planning Division also believes that the conditional use standards and supplemental regulations can be met for the proposed residential building complex. A residential building complex is defined as “a group of two or more residential buildings on a single parcel or tract of land, developed under single ownership and common management.” The supplemental regulations for a residential building complex (as applicable in the TR-U1 zoning district) are:

- (a) Recreational areas may be required to serve the needs of the anticipated population.
- (b) Setback requirements may be reduced as part of the conditional use approval, provided that equivalent open space areas are provided.
- (c) Minimum distances between buildings shall equal the combination of the required side yards for each building, unless reduced by the Plan Commission as part of the conditional use approval.
- (d) An appropriate transition area between the use and adjacent property may be required, using landscaping, screening, and other site improvements consistent with the character of the neighborhood.
- (g) Shall be reviewed by the UDC pursuant to Sec. 33.24(4)(c), MGO.
- (h) All Residential Building Complexes shall be submitted with a plan for building placement, circulation, access and parking, and information on the architectural design of the development.
- (i) Each building in a Residential Building Complex shall provide the lot area and usable open space required for the building type by the zoning district.

The form of the proposed residential building complex is consistent with other medium-density developments located elsewhere in the Pioneer neighborhood and reflects the form-based design recommendations in the Pioneer Neighborhood Development Plan, which encourages design concepts that create attractive, quality, urban, walkable spaces with “urban neighborhood” building arrangements and discourages “super-blocks” of nearly identical building sizes, placements, and designs. Buildings and entries in the neighborhood are recommended to be oriented and connected to adjacent streets.

Staff believes that the proposed complex more than adequately address these recommendations. The project features a strong orientation to South Point Road, Watts Road and Harvest Moon Lane despite the emphasis in the site plan on the private tenant amenities located at the center of the property. First floor units throughout the development include entrances with direct connections to the sidewalks along the public streets or internal private drives. In addition to the building placement and orientation, staff believes that the variety of heights and wall articulation proposed, as well as the unique architectural motif, create a high degree of visual interest for the development. Staff finds the architecture of the clubhouse and the integration of the wide landscaped courtyard to connect the clubhouse to South Point Road among the project’s most compelling aspects.

Conclusion

The Planning Division believes that the Plan Commission can find the standards met to rezone the property to the TR-U1 district and approve the proposed residential building complex despite the proposed net density of the project exceeding the density recommended for the property in the Pioneer Neighborhood Development Plan. The proposed development is consistent with the form of other medium-density residential developments elsewhere in the Pioneer neighborhood and reflects the form-based design recommendations in the plan, which encourage “urban neighborhood” building arrangements oriented and connected to adjacent streets, and discourages “super-blocks” of nearly identical building sizes, placements, and designs.

In order to ensure that the 1000 Oaks development is implemented consistent with the Pioneer Neighborhood Development Plan to the greatest extent possible, staff recommends that a restrictive covenant be recorded against Lot 2 of the subdivision to formally transfer some of the future density possible on that lot to the subject site, Lot 3 of 1000 Oaks. As discussed in the preceding section, limiting the density of Lot 2 to closer to 100 units versus the approximately 140 possible by zoning would allow the average density between Lots 2 and 3 to be more consistent with the 16-25 unit per acre density range recommended for medium-density residential in the neighborhood plan. The lower density of the adjacent 6.57-acre lot may also provide greater opportunity to incorporate a greater variety of housing units consistent with the general housing goals for the neighborhood.

Recommendation

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

The Planning Division recommends that the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00251, rezoning property generally addressed as 604 South Point Road from TR-V1 to TR-U1, to the Common Council with a recommendation of **approval**, and **approve** a conditional use–residential building complex to allow construction of 274 apartment units in five buildings following a recommendation by the Urban Design Commission, and subject to input at the public hearing, the following Planning Division condition(s) and the conditions from reviewing agencies:

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

Planning Division

1. Submit a complete, fully dimensioned site plan for final staff approval that includes lot line dimensions and building setbacks.
2. That a restrictive covenant be recorded against Lot 2 of 1000 Oaks that restricts the number of dwelling units to be developed on that lot in combination with the 274 units on Lot 3 to not exceed approximately 27 units per acre. [This restriction will allow for approximately 100 dwelling units to be developed on Lot 2 subject to future approvals by the Plan Commission.] Further, the restrictive covenant on Lot 2 shall specify that at least 15 percent of the units to be developed on that lot will include three full bedrooms. The final form of the restrictive covenant on Lot 2 shall be approved by the Planning Division and shall be recorded prior to final plan approval and issuance of building permits for Lot 3.

City Engineering Division (Contact Tim Troester, 267-1995)

3. Coordinate driveway locations, service lateral locations, and other private improvements that will or may have an impact on the proposed public improvements for Watts Road and Harvest Moon Lane with the project Engineering for the proposed public work assessment project. Glen Yoerger has been assigned as the project Engineer and can be reached at (608) 261-9177 or by email at gyoerger@cityofmadison.com.
4. The City shall make improvements to Watts Road and Harvest Moon Lane and assess the improvements to the property owners. The improvements shall consist of building the two roadways and public utilities along the lot frontages.
5. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior to City Engineering sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of 2 working days prior to requesting City Engineering signoff.
6. 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.
7. This development is subject to impact fees for the Lower Badger Mill Creek Sanitary and Stormwater Management Impact Fee District. All impact fees are due and payable at the time building permits are issued. The following note shall put on the face of the plans: "Lots/ buildings within this development are subject to impact fees that are due and payable at the time building permit(s) are issued. (Sanitary Sewer Impact fee includes lift station connection fee and interceptor fee.)"
8. The construction of this project will require the applicant shall enter into a City/ Developer agreement for the required infrastructure improvements. The applicant shall contact City Engineering to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. Note: Obtaining a developer's agreement generally takes approximately a minimum of 4-6 weeks.

9. The applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the City 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. The digital copies shall be drawn to scale and represent final construction including: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); right-of-way lines (public and private); plat name and lot lines (metes & bounds parcel lines if unplatted); platted lot numbers (noted "unplatted lands" if not platted); lot/plat property dimensions; street names; private on-site sanitary sewer utilities (including all connections to public sanitary); 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. The party responsible for the CAD file e-mail 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.
10. 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 (East) or 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).
11. 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.
12. 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. The draft document should be emailed to Tim Troester at ttroester@cityofmadison.com. The final document and fee shall be submitted to City Engineering.
13. Provide additional detail how the enclosed depression(s) created by the parking entrance(s) to the below-building parking area(s) is/are served for drainage purposes. The buildings must be protected from receiving runoff up through the 24-hour, 100-year design storm. If the enclosed depression(s) is/are to be served by a gravity system provide calculations stamped by a Wisconsin P.E. that show inlet and pipe capacities meet this requirement. If the enclosed depression(s) is/are to be served by a pump system, provide pump sizing calculations stamped by a Wisconsin P.E. or licensed plumber that show this requirement has been met.

14. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of 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.
15. This site appears to disturb over 1 acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 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 Rortved of the WDNR at 273-5612 to discuss this requirement.
16. The applicant shall provide for oil and grease control for the parking areas above ground.
17. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to provide infiltration in accordance with Chapter 37.
18. 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 Madison General Ordinances.
19. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
20. The applicant shall execute a waiver of notice and hearing on the assessments for the improvement of Watts Road and Harvest Moon Lane in accordance with Section 66.0703(7)(b) of Wisconsin Statutes and Section 4.09 of MGO.
21. The approval of this zoning approval does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer.
22. The applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.

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

23. "South" is part of the base street name and shall not be abbreviated: South Point Road.

24. The applicant shall submit a PDF of all floor plans for each separate building to Lori Zenchenko (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.

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

25. The applicant shall work with Traffic Engineering to improve internal pedestrian circulation.
26. The applicant shall provide a 20-foot easement to the City for the purpose of constructing pedestrian and bicycle facilities along the west side of South Point Road between Mineral Point Road and Valley View Road.
27. The applicant shall submit one contiguous plan for approval. The plan drawing 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.
28. 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.
29. 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.
30. All parking facility design shall conform to the standards in MGO Section 10.08(6).
31. All bicycle parking adjacent pedestrian walkways shall have a 2-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
32. 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.
33. On Sheet A-1.0, there is a shift in the parking stalls and the drive aisle; work with Traffic Engineering to see if a standard, shift free, configuration will work.
34. The applicant shall provide a clearly defined 5-foot walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheel chair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

35. Submit a complete fully dimensioned site plan, including lot line dimensions and building setbacks. Note that setback requirements may be reduced as part of the conditional use approval, provided that equivalent open space areas are provided.
36. Relocate the surface bicycle stalls outside of the front yard and street side yard setbacks. The surface bicycle stalls must be located within the building envelope. Provide bike rack details for the proposed ground mounted and wall mounted bike racks.
37. Parking requirements for persons with disabilities must comply with Section 28.141(4)(e). The surface angled accessible stalls must meet accessible stall requirements. Access aisles shall extend the full length of the parking spaces they serve.
38. Provide landscape plans pursuant to Sec. 28.142, Landscape Plan and Design Standards. The plans should include but are not limited to: Landscape plans for zoning lots greater than 10,000 square feet in size must be prepared by a registered landscape architect.
39. Provide additional details of all site amenities, including patios, pool and grilling areas, and pergolas.
40. 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)

41. 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 Section 34.507 for additional information.
42. MGO Section 34.503/IFC 503 Appendix D105: Provide an aerial apparatus access fire lane that is at least 26 feet wide, if any part of the building is over 30 feet in height. The near edge of the aerial fire lane shall be within 30 feet and not closer than 15 feet from the structure, and parallel to one entire side. The aerial fire lane shall cover not less than 25% of the building perimeter. Provide additional aerial access to Building 2 and Building 3.

Metro Transit (Contact Tim Sobota, 261-4289)

43. The proposed development is outside Metro Transit's service area. The closest bus stop with scheduled bus service is just under two miles walking distance and the units would be greater than the three-quarters of a mile regulatory distance from all day scheduled bus service, that disqualifies any trips at this location for passengers who might otherwise be eligible for door-to-door paratransit service. The pedestrian access between this site and the scheduled bus service, located on Junction Road at Mineral Point Road, includes approximately three-quarters of a mile travel along the unimproved shoulder of County Highway S (Posted 45 mph).

Parks Division (Contact Janet Schmidt, 261-9688)

44. The Park Development Impact Fee per MGO Sec. 20.08(2) shall be required for all new residential development. The developer must select a method for payment of park fees before sign off on the rezoning. This development is within the Elver impact fee district (SI37). Please reference ID# 16148 when contacting Parks Division staff about this project.

45. City Forestry will evaluate the terrace for new street tree plantings upon completion of the project. If there is space for new trees, City Forestry will schedule planting and assess the cost of the initial planting to the property owner.