



PREPARED FOR THE PLAN COMMISSION

**Project Address:** 3840 Maple Grove Drive  
**Application Type:** Conditional Use–Residential Building Complex  
**Legistar File ID #** [59074](#)  
**Prepared By:** Timothy M. Parks, Planning Division  
Report includes comments from other City agencies, as noted

**Summary**

**Applicant:** Paul Schmitter, Fiduciary Real Estate Development, Inc.; 789 N. Water Street; Milwaukee.

**Property Owners:** Schmitt Family Trust, et al., c/o Thomas Schmitt; 113 N. Main Street; Verona.

**Contact Person:** Marc Ott, JLA Architects; 800 W Broadway, Suite 200; Monona.

**Requested Actions:** Consideration of a conditional use for a multi-family dwelling with more than eight units in the Traditional Residential-Urban 1 (TR-U1) District; consideration of a conditional use–residential building complex in TR-U1 zoning; and consideration of a conditional use in the TR-U1 District for accessory outdoor recreation, all to construct eight townhouse buildings on a lot with 50 total units, an apartment block with 208 total units in four buildings, three apartment buildings on a lot with 24 total units, and a pool and clubhouse following recording of the FRED Maple Grove Drive plat.

**Proposal Summary:** The applicant is requesting approval of a residential building complex to develop Lots 1-3 of the approved but unrecorded FRED Maple Grove Drive plat with various residential buildings with a common pool and clubhouse. Lot 1, which is bounded by Rockstream Drive on the north and west, Maple Grove Drive on the east, and Manchester Drive on the south, will be developed with eight two-story townhouse buildings containing 50 total units and the common pool and one-story clubhouse amenities. South of Lot 1 along the Maple Grove Drive frontage, Lot 2 will be developed with 208 total units in four three-story buildings with underground parking. South of Lot 1 and west of Lot 2, Lot 3 of the development will be developed with three two-story apartment buildings containing 24 total units.

The applicant wishes to commence construction of the subdivision and multi-family development in spring 2020, with completion of the complex scheduled by August 2022. The construction of the Rockstream Drive extension through the site, including the section across the Cesar Chavez Elementary School property adjacent to the northern edge of the subject site, will be completed as a City of Madison public works project in 2021.

**Applicable Regulations & Standards:** Table 28C-1 in Section 28.032(1) of the Zoning Code identifies multi-family dwellings with eight (8) or more units, residential building complexes, and outdoor recreation as conditional uses 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 of the residential building complex is required per Section 33.24(4)(c) of the Urban Design Commission ordinance.

**Review Required By:** Urban Design Commission and Plan Commission

**Summary Recommendation:** The Planning Division recommends that the Plan Commission find the standards met and **approve** a conditional use–residential building complex with accessory outdoor recreation at 3840 Maple

Grove Drive subject to the Urban Design Commission approval of the residential building complex, input at the public hearing, and the conditions from reviewing agencies beginning on page 7 of this report.

## Background Information

**Parcel Location:** The three residential lots comprise 11.03 acres of the approximately 35.9-acre overall site located on the west side of Maple Grove Drive, approximately a half-mile south of McKee Road (CTH PD) and a quarter-mile north of Cross Country Road; Aldermanic District 7 (Moreland); future Madison Metropolitan School Dist. The remainder of the 35.9-acre site will be dedicated to the City as public streets, and as outlots for a Badger Mill Creek greenway, stormwater management, and a 5.0-acre addition to Country Grove Park.

**Existing Conditions and Land Use:** Undeveloped land, zoned TR-U1 (Traditional Residential–Urban 1 District).

### Surrounding Land Use and Zoning:

North: Cesar Chavez Elementary School (Madison Metropolitan School District), zoned SR-C1 (Suburban Residential–Consistent 1 District); Country Grove Park, zoned PR (Parks and Recreation District); Country Grove-Chavez Path;

South: Multi-family residences, including Country Grove Condominiums, Copper Creek Apartments, zoned PD; Badger Mill Creek greenway, zoned CN (Conservancy District); single-family residences in the First Addition to Nesbitt Valley subdivision, zoned SR-C2 (Suburban Residential–Consistent 2 District);

East: Multi-family residences located along the east side of Maple Grove Drive, zoned SR-V2 (Suburban Residential–Varied 2 District); Capitoland Christian Center, zoned SR-C2;

West: Badger Mill Creek greenway, zoned CN; Country Grove Park, zoned PR; single-family residences in The Crossing subdivision, zoned SR-C2.

**Adopted Land Use Plans:** The 1993 [Cross Country Neighborhood Development Plan](#), as amended, recommends most of the subject site east of Badger Mill Creek for medium-density residential uses. The creek and small addition to Country Grove Park are recommended for park, drainage and open spaces uses, while the southwestern corner of the site is recommended for low-density residential uses. The neighborhood development plan also calls for the extension of Rockstream Drive through the site to connect to Maple Grove Drive, the extension of Manchester Road into the site across Maple Grove, and for Fairhaven Road to continue through the site to connect to the partially platted but unbuilt street along the southern edge of the Chavez School property.

The 2018 [Comprehensive Plan](#) recommends that the portion of the site located east of Badger Mill Creek be developed with Low-Medium Residential (LMR) uses. Development in LMR districts is generally recommended to have a density of 7-30 dwelling units per acre. LMR areas should be characterized by a walkable, connected street network. Development in the LMR districts may include one- to three-story structures comprised of small-lot single-family development, two- and three-unit buildings, rowhouses, and small multi-family buildings. According to the [Comprehensive Plan](#), LMR areas should help meet the growing demand for walkable urban living and provide a transition from more intense development to lower intensity areas comprised primarily of single-family development. The portion of the site west of the creek is recommended for Low Residential development.

**Environmental Corridor Status:** There are no mapped environmental corridors on the three future lots. Badger Mill Creek extends diagonally from northwest to southeast across the western half of the subdivision west of the proposed multi-family parcels.

**Public Utilities and Services:** The site will be served by a full range of urban services as it develops with the exception of Metro Transit, which does not currently provide service adjacent to the site. The proposed development is outside Metro Transit's paratransit service area. The closest bus stop with scheduled bus service is a quarter-mile walking distance (Maple Grove Drive and Westin Drive), and the units would be greater than the three-quarters of a mile regulatory distance from all-day service for passengers who might be eligible for door-to-door paratransit service. The all-day service is located at on McKenna Boulevard at Carnwood Drive (north of McKee Road), which measures approximately one mile travel distance. However, Metro Transit anticipates operating new transit service in the future through the FRED Maple Grove subdivision along Manchester Road and Rockstream Drive, though no decisions on that service have been made at this time.

**Zoning Summary:** The following bulk requirements apply in TR-U1 (Traditional Residential–Urban 1 District):

Requirements	Required Lot 1 & 3	Required Lot 2	Proposed Lot 1	Proposed Lot 2	Proposed Lot 3	
Lot Area (sq. ft.)	Lot 1: 50,000 Lot 3: 24,000	211,600	198,475	210,912	71,094	
Lot Width	N/A	50'	110'	470'	184'	
Front Yard Setback	15'	15'	18'	10.6' (See conditions)	19'	
Max. Front Yard Setback	30'	30'	18'	10.6'	19'	
Side Yard Setback	6'	10'	14'	14'	12'	
Rear Yard Setback	20'	25'	60'	34.4'	19.9' (See conditions)	
Usable Open Space	100 sq. ft./unit	320 sq. ft./unit	(See conditions)	(See conditions)	(See conditions)	
Maximum Lot Coverage	90%	75%	(See conditions)	(See conditions)	(See conditions)	
Maximum Building Height	3 stories/40 feet	5 stories/65 feet	2 stories	3 stories	2 stories	
Site Design	Required Lot 1	Required Lot 2	Required Lot 3	Proposed Lot 1	Proposed Lot 2	Proposed Lot 3
Automobile Parking Stalls	50 min 100 max	208 min 520 max	24 min 48 max	100 (garages) 64 (surface)	296	86 (36 surface)
Access. Stalls	2	7	0	2	8	0
Loading	None Required			None Proposed		
Bike Parking Stalls	50	214	24	112	216	52
Other Critical Zoning Items						
Yes:	Urban Design (Residential Building Complex), Utility Easements					
No:	Floodplain, Wellhead Protection, Landmarks, Waterfront Development, Adjacent to Parkland, Barrier Free					
<i>Prepared by: Jacob Moskowitz, Assistant Zoning Administrator</i>						

## Previous Approvals

On April 10, 2018, the Common Council approved annexation from the Town of Verona of 36.5 acres of land owned by the Schmitt Family Trust, other Schmitt family members, and the City of Madison. The annexation included a 10-foot wide strip of City-owned greenway, which existed to connect the development site to the rest of the Town.

On October 1, 2019, the Common Council conditionally approved a request to rezone land generally addressed as 3840 Maple Grove Drive from Temp. A (Agricultural District) to TR-C3 (Traditional Residential–Consistent 3 District), TR-U1 (Traditional Residential–Urban 1 District), CN (Conservancy District) and PR (Parks and Recreation District); and approved the preliminary plat and final plat of *FRED Maple Grove Drive*, creating three lots for the future multi-family development, one outlot to be dedicated to the public for parkland, two outlots to be dedicated to the public for stormwater management, two outlot to be dedicated to the public for greenway, and one outlot to be created for future development. Recording of the approved final plat is pending.

## Project Description

The applicant is requesting approval of a conditional use for a residential building complex to allow construction of a multi-family development that will include 282 to be located on three lots zoned TR-U1. The units will be developed on Lots 1-3 of the approved but unrecorded *FRED Maple Grove Drive* subdivision on approximately 11 acres of undeveloped land located on the west side of Maple Grove Drive adjacent to Chavez Elementary School. In addition to the school, the three multi-family lots are bordered on the east and south by other multi-family developments located along both sides of Maple Grove Drive that have been constructed over the last 20 years, and on the west by Badger Mill Creek.

The residential building complex will include three distinct housing types. Lot 1 of the proposed complex is a 4.56-acre block bounded by Rockstream Drive on the north and west, Maple Grove Drive on the east, and Manchester Drive on the south. The developer proposes construction of eight two-story townhouse buildings containing 50 total units on Lot 1, as well as a common pool and clubhouse to serve the three lots. The 50 townhouse units will be located in three ten-unit buildings that will extend east-west along the northern and southern edges of the block, and five four-unit buildings to be located primarily through the center of the block. Each of the units contain two bedrooms and be served by attached two-car garages at the rear of the first floor. Entrances to each of the units will be provided from either the abutting public streets, or from internal private walkways or drives. The pool and one-story clubhouse will be located at the southeastern corner of the block adjacent to the intersection of Maple Grove and Manchester. In addition to the two-car garages proposed, surface parking for 64 autos is proposed on Lot 1.

Lot 2 is a 4.84-acre parcel bounded by Maple Grove Drive on the east, Manchester Drive on the north, adjacent multi-family housing on the south, and the northerly extension of Fairhaven Drive. The developer proposes to build four three-story apartment buildings containing 208 total units on Lot 2. Each of the buildings will be L-shaped, with one placed on each of the four corners of the lot. Plans for the four buildings call for 51 auto parking stalls and 52 dwelling units, with each unit having a balcony or patio. First floor units facing Maple Grove Drive will have direct entries from the public sidewalk. Access to the western two buildings will be provided from Fairhaven Drive. All of the buildings will have entrances from a parking and green space courtyard at the center

of the lot. In addition to the 204 stalls proposed below the four buildings, parking for 92 cars is proposed in the center courtyard.

The remaining 24 units proposed in the complex will be located in three eight-unit “stacked flat” apartment buildings to be located on Lot 3 of the subdivision. Lot 3 will be a 1.63-acre parcel bounded by Manchester, Fairhaven, and Rockstream, and one of the outlots to be dedicated for stormwater management for the plat. One building is proposed to front onto each of the streets. The buildings will each be two-stories tall and contain three two-bedroom apartments on the first floor and five two-bedroom units on the second floor. The rear of each building will include first floor parking, with each unit provided a one- or two-car garage. In addition, 36 surface parking stalls are proposed.

In total, the 282 units in the complex will include 12 efficiencies, 136 one-bedroom apartments, 122 two-bedroom apartments, and 12 three-bedroom apartments. Parking for 340 autos is proposed in garages, with 195 stalls proposed on the surface, for an overall parking ratio of 1.89 stalls per dwelling unit proposed for the overall development. Parking for 324 bikes is proposed indoors, with 52 stalls proposed outside.

The applicant wishes to commence construction of the subdivision and multi-family development in spring 2020, with completion of the complex scheduled by August 2022. The construction of the Rockstream Drive extension through the site, including the section across the Cesar Chavez Elementary School property adjacent to the northern edge of the subject site, will be completed as a City of Madison public works project in 2021.

## Supplemental Regulations

Residential building complexes, which are 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” are conditional uses in the SR-V2 zoning district and are subject to the following supplemental regulations in Section 28.151 of the Zoning Code (as applicable):

- (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 Urban Design Commission 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.

Outdoor recreation is defined as “a facility for outdoor conduct, viewing, or participation in recreational activities, which may include one or more structures...” including but not limited to swimming pools and similar such uses, which are subject to the following supplemental regulations in Section 28.151:

- (a) A minimum 25-foot setback area maintained as open space shall be provided along the perimeter of the site wherever it abuts a residential district.
- (b) If the use will be available to the general public, an arterial or collector street of sufficient capacity to accommodate the traffic that the use will generate shall serve the site. Ease of access to the site by automobiles, transit, bicycles, and pedestrians shall be considered as a factor in the review of any application.
- (c) The site shall be designed in such a way as to minimize the effects of lighting and noise on surrounding properties. Hours of operation may be restricted and noise and lighting limits imposed 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.

## Analysis and Conclusion

The Cross Country Neighborhood Development Plan was first approved by the Common Council in 1993 to provide land use, utility, and circulation recommendations for the portion of the City located south of McKee Road (CTH PD) generally between the cities of Verona and Fitchburg and north of Cross Country Road and Badger Prairie County Park. The plan recommends that most of the subject site east of Badger Mill Creek be developed with medium-density residential uses averaging 16 units per acre.

The 2018 Comprehensive Plan recommends that the portion of the site located east of Badger Mill Creek be developed with Low-Medium Residential (LMR) uses. LMR areas should be characterized by a walkable, connected street network, and the 2018 Generalized Future Land Use Plan incorporates future street connections across the site similar to those shown on the Cross Country Neighborhood Development Plan. Development in LMR districts is recommended to have a general density of 7-30 dwelling units per net acre and may include one- to three-story structures comprised of small-lot single-family development, two- and three-unit buildings, rowhouses, and small multi-family buildings. In some cases, larger multi-family buildings may be developed at densities of up to 70 units per acre primarily along arterial streets in the LMR district. According to the Comprehensive Plan, LMR areas should help meet the growing demand for walkable urban living and provide a transition from more intense development to lower intensity areas comprised primarily of single-family development. The current LMR land use recommendation for the site more closely mirrors the density recommendations of the neighborhood plan than the 2006 Comprehensive Plan, which recommended the site for Medium-Density Residential with a density range of 16-40 units per acre.

The Planning Division believes that the three lots to be developed in the TR-U1 district will implement the medium-density residential and LMR land use recommendations of the adopted plans. The 282 units proposed across the three lots will result in an overall density of 25.6 units per acre (11.03 net acres), with the density of individual lots ranging from 14.7 to 42.9 units per acre. The mix of small apartment/ stacked flat buildings, townhouses, and large apartment buildings is also generally consistent with the variety of housing types recommended by the adopted plans, particularly the LMR recommendation in the Comprehensive Plan. Staff further feels that the

proposed transition in density from east to west across the site from Maple Grove Drive to the proposed addition to Country Grove Park will provide an appropriate transition to the single-family residences located west of the creek.

The Urban Design Commission reviewed the proposed residential building complex at its March 11, 2020 meeting and recommended **initial** approval subject to conditions. Final approval of the project by the UDC will be required prior to issuance of building permits for the residential buildings. In recommending initial approval, the UDC found that the project fits in with the development pattern of the neighborhood.

In closing, the Planning Division believes that the Plan Commission may find the conditional use standards and supplemental regulations met and approve the proposed residential building complex and accessory outdoor recreation requested by the applicant subject to the conditions in the following section.

## Recommendation

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

The Planning Division recommends that the Plan Commission find the standards met and **approve** a conditional use—residential building complex with accessory outdoor recreation at 3840 Maple Grove Drive subject to the Urban Design Commission approval of the residential building complex, input at the public hearing, and the conditions that follow.

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

#### Planning Division

1. The final site plan shall clearly label the number of units proposed per lot and building, and include a single data table for the overall development that includes the acreage of the complex, and the number of dwelling units, auto parking stalls (garage and surface) and bike parking stalls (indoor and surface) per lot and overall.
2. Detailed floorplans shall be provided with the final plans, which shall include labels with the number of bedrooms and type of dwelling unit.

#### Urban Design Commission

The following conditions were approved as part of the **initial approval** of the project on March 11, 2020. The project shall obtain final approval from the UDC prior to final staff approval of the plans and issuance of permits.

3. Show where gutters and downspouts will be located on the buildings.
4. Simplify roof forms, with more detail on the roof forms to be provided for final approval.
5. A strong suggestion to use a slightly better building material in lieu of vinyl siding, with more detail on the final materials to be provided for final approval.

6. Simplification of the site plan with changes to parking and increase of landscaping, particularly in the courtyard and islands.

**The following conditions of approval have been submitted by reviewing agencies:**

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

7. The applicant shall revise plans to match the plans for the public improvements that the City has designed prior to plan approval. City Project #12310 FRED/Maple Grove and #12694 Rockstream Drive are the City plans of interest. Matt Allie, mallie@cityofmadison.com, (608) 266-4058, is the contact for the proposed City storm and sanitary sewer improvements for this site.
8. Make all improvements to right of ways as required in conditional approval of the FRED Maple Grove Road Plat.
9. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to City Engineering Division 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 two (2) working days prior to requesting City Engineering signoff.
10. An Erosion Control Permit is required for this project.
11. This site appears to disturb over one (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 Rortvedt at 273-5612 of the WDNR to discuss this requirement.
12. This development contains or is adjacent to facilities of MMSD. Prior to approval, provide evidence that MMSD has reviewed and approved the proposed development.
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 building 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 PE 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 PE or licensed Plumber that show this requirement has been met.
14. The stormwater management plan is required to demonstrate how to safely pass 100-year storm event in public right of way and easements and safely pass 500-year storm event without damage to any buildings or structures.
15. The applicant will be required to record a deed restriction against lots that are identified to have critical elevations. The deed restriction will restrict the minimum building opening elevation to help mitigate against potential flooding.



16. This project will disturb 20,000 square feet or more of land area and require an Erosion Control Plan. Please submit an 11 x 17-inch copy of an erosion control plan (PDF electronic copy preferred) to Megan Eberhardt (west) at [meberhardt@cityofmadison.com](mailto:meberhardt@cityofmadison.com), or Daniel Olivares (east) at [daolivares@cityofmadison.com](mailto:daolivares@cityofmadison.com), for approval.
  17. Demonstrate compliance with MGO Sections 37.07 and 37.08 regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
  18. This project will require a concrete management plan and a construction dewatering plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. If contaminated soil or groundwater conditions exist on or adjacent to this project additional Wisconsin Department of Natural Resources (WDNR), Madison-Dane County Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit.
  19. This project appears to require fire system testing that can result in significant amounts of water to be discharged to the project grade. The Contractor shall coordinate this testing with the erosion control measures and notify the City Engineering Division at 266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.
  20. Complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by MGO Chapter 37.
  21. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to the City Engineering Division. The Storm Water Management Plan & Report shall include compliance with the following:
    - Report: Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.
    - Electronic Data Files: Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. 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 to City Engineering. (POLICY and MGO 37.09(2))
    - Oil/Grease Control: Treat the first 1/2 inch of runoff over the proposed parking facility and/or drive up window.
    - Thermal Control: Provide substantial thermal control to reduce runoff temperature in cold water community or trout stream watersheds.
- 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.

22. Submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the City Engineering Division that is to scale and represents final construction with any private storm and sanitary sewer utilities.
23. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the City Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

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

24. Remove the planned sign from the public utility easement on future Lot 1 at the intersection of Manchester Drive and Maple Grove Drive. Also, the planned shade trees within public utility Easements shall be removed from the easement areas or written permission provided by the Electric, Gas and Communications Utilities that the trees shall be permitted within the easements.
25. The pending final plat for this property shall be completed and recorded with the Dane County Register of Deeds, the new parcel data created by the Assessor's Office and the parcel data available to zoning and building inspection staff prior to issuance of building permits for new construction.
26. Submit a floorplan for each separate building in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floorplan for each floor on a separate sheet for the development of a complete building and interior addressing plan. The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) prior to the submittal of the final Site Plan Approval application with Zoning. The approved Addressing Plan shall be included in the final application. For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Addressing Plan shall be resubmitted to Lori Zenchenko to review addresses that may need to be changed and/or reapproved. The final revised Addressing Plan shall be submitted by the applicant to Zoning to be attached to the final filed approved site plans.

**Traffic Engineering Division** (Contact Sean Malloy, 266-5987)

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| <ol style="list-style-type: none"><li>27. The parking deck is insufficiently labeled/dimensioned for a proper review. If the parking does not meet MGO Section 10.08, the applicant can expect to be required to make major alterations, which may or may not impact structural elements of this site.</li><li>28. The applicant shall relocate their Northwesternmost Rockstream Drive driveway to a more suitable location to be approved by Traffic Engineering. The driveway, as it is currently shown, is not approvable due to its location on the curve.</li></ol> |
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29. 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; vision triangles; 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.

30. 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.
31. 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.
32. All parking facility design shall conform to the standards in MGO Section 10.08(6).
33. All bicycle parking adjacent pedestrian walkways shall have a two-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
34. All pedestrian walkways adjacent parking stalls shall be seven (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.
35. Per MGO Section 12.138(14), this project is not eligible for residential parking permits. It is recommended that this prohibition be noted in the leases for the residential units.
36. The applicant shall adhere to all vision triangle requirements as set in MGO Section 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO Section 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
37. The applicant shall provide a clearly defined five-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.
38. The driveway slope to the underground parking is not identified in the plan set. Traffic Engineering recommends driveway slope under 10%; if the slope is to exceed 10%, the applicant shall demonstrate inclement weather mitigation techniques to provide safe ingress/egress to be approved by the City Traffic Engineer.
39. "Stop" signs shall be installed at a height of seven (7) feet from the bottom of the sign at all Class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.

40. The applicant shall show the dimensions for the proposed Class III driveway including the width of the drive entrance, width of the flares, and width of the curb cut.
41. Secure parking facility. This is usually done with continuous six (6) inch curb, timbers, preformed wheel stops, guardrail erected at a height of eighteen (18) inches or fencing of sufficient strength to act as a vehicle bumper.

**Zoning Administrator** (Contact Jenny Kirchgatter, 266-4429)

42. Submit revised plans showing compliance with required setbacks.

43. Clearly show the useable open space areas on the final plans. In addition to showing structured useable open space at roof decks, porches, and balconies, identify each qualifying at-grade usable open space area on the final plans. Roof decks, porches, and balconies may be used to meet up to 75% of the minimum open space requirement, provided that minimum dimensional requirements are satisfied.
44. Provide a calculation and plan detail for lot coverage with the final submittal. The lot coverage maximum is 90% for Lots 1 and 3, and 75% for Lot 2. Lot coverage is defined as the total area of all buildings, measured at grade, all accessory structures including pools, patios, etc., and all paved areas as a percentage of the total area of the lot, with the following exceptions: sidewalks or paved paths no wider than five feet, pervious pavement, green roofs and decks.
45. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than 10,000 square feet in size must be prepared by a registered landscape architect.
46. Show the refuse disposal area on the site plan. All developments, except single family and two family developments, shall provide a refuse disposal area. If the refuse disposal area is located outside the building, it shall be screened on four 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. Submit a detail of the trash enclosure if provided outside the building.
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)

48. Provide fire apparatus access as required by IFC 503 2015 edition, MGO Section 34.503. Provide a fire lane that extends to within 250 feet of all exterior portions of the structure since the buildings will be protected with a fire sprinkler system. The site plans shall clearly identify the location of all fire lanes. Fire access lanes may need to be coordinated with other City requirements/expectations.

**Water Utility** (Contact Adam Wiederhoeft, 266-9121)

49. All public water mains and water service laterals shall be installed by a standard City subdivision contract / City-Developer agreement. Applicant shall contact City Engineering Division to schedule the development of plans and the agreement. See Engineering Division comments for additional information.

50. The developer shall construct the public water distribution system and services required to serve the proposed subdivision plat.

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

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

**Parks Division** (Contact Sarah Lerner, 261-4281)

51. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the West Park-Infrastructure Impact Fee district. Please reference ID# 19015.1 when contacting Parks Division staff about this project. The applicant may enter into a development agreement for the park infrastructure improvements in lieu of paying Park impact fees.

52. The applicant shall execute a declaration of conditions and covenants along with an impact fee schedule for the Park Impact Fees for this development. This document will be recorded at the Register of Deeds. The applicant shall be responsible for all recording fees.

53. Outlot 6 of the conditionally approved FRED plat currently meets the required parkland dedication for this project.

**City Forestry Section** (Brad Hofmann, 267-4908)

54. City Forestry will issue a removal permit for all trees within the right of way due to grade changes and sidewalk installation within the unmaintained field edge along Maple Grove Drive. Please contact City Forestry at 266-4816 to obtain the street tree removal permit.

55. An existing inventory of trees (location, species, & DBH) and any tree removal plans (in PDF format) shall be submitted to the plans and Brad Hofmann – bhofmann@cityofmadison.com or 266-4816. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Approval and permitting of street tree removals shall be obtained from the City Forester prior to the approval of the site plan.

56. 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.