



PREPARED FOR THE PLAN COMMISSION

Project Address: 6303 Portage Road and 4821 Hoepker Road
Application Type: Zoning Map Amendment and Preliminary Plat
Legistar File ID # [86993](#) and [86736](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted
Reviewed By: Kevin Firchow, Planning Division

Summary

Applicant: Joann Rubio, Advenir Azora Development, LLC; 17501 Biscayne Boulevard #300; Aventura, Florida.

Surveyor: Aaron Koch, Pinnacle Engineering Group; 20725 Watertown Road Suite 100; Brookfield.

Property Owner: MH Madison, LLC; 654 N Park Boulevard; Glen Ellyn, Illinois.

Requested Actions: Approval of a request to rezone 6303 Portage Road and 4821 Hoepker Road from Temporary A (Agricultural District) to TR-P (Traditional Residential–Planned District) and A and; approving the preliminary plat of *LEO Living*, creating two lots for future residential development and two lots/outlots for future development.

Proposal Summary: The preliminary plat of *LEO Living* proposes the subdivision of two parcels of undeveloped agricultural land totaling approximately 39.26 acres into two lots for future residential development in TR-P zoning and two lots or outlots to be zoned [Permanent] A. The applicant has submitted a conceptual plan for the two lots to be zoned TR-P that calls for approximately 200 rental housing units to be developed as a residential building complex, which will include central tenant amenity buildings. Residential building complexes are a conditional use in the TR-P district and will require review by the Plan Commission following submittal of a future application. Approximately 23 acres of the subject site were attached to the City of Madison from the Town of Burke effective May 1, 2023 following Common Council approval on April 25, 2023. The applicant hopes to begin construction of the development in June 2026, with completion of the development scheduled for December 2028.

Applicable Regulations & Standards: Section 28.182 of the Zoning Code provides the process for zoning map amendments. The requirements, process, and standards for approval for the TR-P zoning district are outlined in Section 28.053 of the Zoning Code and are attached as Appendix A at the end of this report. The subdivision process is outlined in Section 16.23(4) of the Subdivision Regulations.

Review Required By: Plan Commission and Common Council.

Review Schedule: The State’s subdivision statute, Wis. Stats. 236, requires that a preliminary plat be approved, conditionally approved, or rejected (with stated reasons) within 90 days of submittal unless the time is extended by agreement with the applicant. If no action is taken within 90 days and no extension granted, the plat is deemed approved. The proposed preliminary plat application was submitted to the City on January 6, 2025. The 90-day review period for this preliminary plat is now scheduled to expire on April 6, 2025.

Summary Recommendation: The Planning Division recommends the following to the Plan Commission regarding 6303 Portage Road and 4821 Hoepker Road:

- That the Plan Commission find the standards **not** met and forward Zoning Map Amendment ID 28.022–00707 and 28.022–00708, rezoning the site from A to TR-P and A, respectively, to the Common Council with a recommendation to **place on file without prejudice** due to the inconsistency of the requested TR-P zoning with adopted land use plans; and
- That the Plan Commission find that the standards in MGO Section 16.23 are **not** met and forward the preliminary plat of *LEO Living* to the Common Council with a recommendation to **reject/deny**. In denying the proposed preliminary plat, the Plan Commission shall make specific findings regarding the lack of plan consistency and the potential unsuitability of the land for the proposed use.

However, if the Plan Commission can find that the standards and criteria for approval are met, it should condition any approval on input at the public hearing and the conditions from reviewing agencies beginning on **page 11** of this report.

Background Information

Parcel Location: The site consists of two parcels: 4821 Hoepker Road, an approximately 16-acre parcel located on the south side of Hoepker, a quarter-mile east of Portage Road; 6303 Portage Road is a 23.04-acre parcel located on the east side of Portage Road, 2,000 feet south of Hoepker Road. Both parcels are located in Alder District 17 (Madison) and the DeForest Area School District.

Existing Conditions and Land Use: Undeveloped land, zoned Temporary A (Agricultural District).

Surrounding Land Uses and Zoning:

North: Former Pumpkin Hollow School and single-family residences in the Town of Burke; in the City, undeveloped land, zoned A (Agricultural District);

South: American Center open space, zoned A; UW Health East Madison Hospital and the American Center, zoned SEC (Suburban Employment Campus District);

West: Burke Lutheran Church, Pumpkin Hollow Driving Range, and single-family residences on the east side of Portage Road in the Town of Burke; on the west side of Portage Road, a single-family residence in the Town and undeveloped land in the City of Madison, zoned A; and

East: American Family Insurance headquarters campus, zoned SEC and American Center open space, zoned A.

Adopted Land Use Plan: The subject parcels are located within the boundaries of two neighborhood development plans, both of which were updated in 2019. The [Pumpkin Hollow Neighborhood Development Plan](#) was first adopted in 2008 to provide detailed land use, transportation, utility, and growth recommendations for the portions of the existing and future City located north of the American Center, west of the City of Sun Prairie and east of Interstate 39/90/94.

The [Rattman Neighborhood Development Plan](#) was first adopted in 1992 to guide development of The American Center and its immediate environs, generally bounded by the Interstate corridor on the west and US Highway 151

on the southeast. The 2019 amendment extended the boundaries of the planning area northwest to Hoepker and Portage Roads to update the recommendations for the area adjacent to the employment center, including the interface between the employment, conservation, and residential uses along the north and western edges of the American Family Insurance Co. headquarters campus.

The 2019 plan amendments recommend most of the eastern half of the subject site for development in Residential Housing Mix (HM) 1, with a density of eight (8) units an acre overall. The remainder of the site is recommended for stormwater management and open space owing primarily to the presence of a wooded stream that extends east to west across the southern tier of the property. The intermittent stream is part of the headwaters of Starkweather Creek.

The land use polygons for the site in the neighborhood development plans are generally reflected on the future land use maps in the 2023 Comprehensive Plan, which recommends Low Residential (LR) and Park and Open Space (P) consistent with the HM1 and open space polygons in the sub-area plans.

Zoning Summary: Lots 1 and 4 of the proposed subdivision will be zoned TR-P (Traditional Residential–Planned District):

| Requirements | Required | Proposed |
|---|--|--|
| Lot Area | 600 sq. ft./unit +300 sq. ft. per units with more than 2 bedrooms | Lot 1: 647,508 sq. ft. Lot 4: 332,037 sq. ft. |
| Lot Width | 50' | Greater than 50' |
| Minimum Front Yard Setback | 15' | To be determined with future zoning approvals |
| Maximum Front Yard Setback | 30' or up to 20% greater than block average | |
| Side Yard Setback | 10' | |
| Reverse Corner Side Yard Setback | 12' (10' for garage) | |
| Rear Yard | 20' (Street-accessed), 2' (Alley-accessed) | |
| Maximum Lot Coverage | 75% | |
| Usable Open Space | 160 sq. ft./unit (11,840 sq. ft.) | |
| Maximum Building Height | 4 stories/ 52' | |
| Other Critical Zoning Items | | |
| Yes: | Wetlands, Barrier Free, Utility Easements | |
| No: | Urban Design, Transit-Oriented Development Overlay, Wellhead Protection, Waterfront Development, Floodplain, Adjacent to Park, Landmarks | |
| <i>Prepared by: Jenny Kirchgatter, Assistant Zoning Administrator</i> | | |

Environmental Corridor Status: The subject site is located in the Central Urban Service Area (CUSA) as a result of two separate amendments in 1988 and 2009. A wetland located along a portion of the eastern property line of 4821 Hoepker Road is mapped in environmental corridor. However, none of the topographical features present on the 6303 Portage Road parcel were included in the environmental corridor at the time that portion of the site was added to the CUSA in 1988.

Public Utilities and Services: Future development of the subject site will be served by a full range of urban services once available. In the case of City water service, the developer will be required to extend water service north along Portage Road approximately 1,100 feet from where the existing main ends west of UW Health East Madison Hospital. For sanitary sewer, the City has created the Pumpkin Hollow Neighborhood Sanitary Sewer Improvement Impact Fee District to facilitate the extension of interceptor sewers easterly across Interstate 39/90/94 from their current terminus in the Center for Industry and Commerce. Plans for the sewer extension call for two branches of the line, including one to the east and Portage Road, which will serve the subject site (the other branch will extend north to Hoepker Road west of Portage).

Metro Transit operates daily all-day rapid transit service along Eastpark Boulevard and Hanson Road south of this property on Bus Rapid Transit Route A2, with trips at least every 60 minutes (every 30 minutes or less during the day on weekdays and Saturdays). There are no eligible trips towards US Green Building Council/LEED Quality Access to Transit points, due to the closest Metro Transit bus stops with regularly scheduled service being at least a half-mile walking distance from the site (with an incomplete sidewalk pedestrian network).

Project Description

Advenir Azora Development is requesting approval of a zoning map amendment and the preliminary plat of *LEO Living* for two undeveloped parcels totaling 39.26 acres located in the southeastern quadrant of Hoepker Road and Portage Road. The preliminary plat proposes the creation of two lots to be developed in the future with approximately 200 rental housing units with central tenant amenity buildings in TR-P (Traditional Residential–Planned District) zoning. The remainder of the site will be platted as two lots or outlots for future development, which will be zoned to A in the interim pending a subsequent rezoning to facilitate additional residential development. Access to the development will be provided from two public streets that will extend from Hoepker and Portage Roads.

The two parcels roughly form a “J” shape and are characterized by 393.75 feet of frontage along Hoepker Road and approximately 2,100 feet of depth measured from the southern edge of the road to the southern property line. The majority of the property to be rezoned to TR-P and developed in the future with the 200-unit residential building complex is comprised by a roughly 1,150-foot by 800-foot (21.1-acre) area situated along the southern edge of the overall 39.26-acre parcel and directly east of Burke Lutheran Church, from whom a portion of the site was purchased prior to attachment of the some of the subject site to the City in 2023. This 21.1-acre area is connected to Portage Road by a 100-foot wide “panhandle” of property south of the church, in which one of the two proposed public streets will be located.

The northern portion of the property is characterized by agricultural land that falls gradually from west to east towards a wetland and enclosed depression located along a portion of the eastern property line of 4821 Hoepker Road parcel. Tree lines are present along both the eastern and western lines of the portion of property fronting Hoepker. The southern portion of the subject site is characterized by an intermittent stream that drains from near the center of the property to the west across Portage Road and Interstate 39/90/94 to form the west branch of Starkweather Creek. The stream is located in a wooded ravine that crosses the southern tier of the subject site and adjacent church lands. The rest of the southern portion of the subject site features substantial tree cover along the edges and a plowed field upland of the stream. The substantial woodlands continue south from the property along the east side of Portage Road on an undeveloped conservation parcel owned by American Family Insurance Co., which serves as a buffer between the nearby American Center employment center and American Family’s headquarters campus. UW Health East Madison Hospital is located approximately 1,000 feet due south

of the southern edge of the proposed LEO Living development. In addition to The American Center to the south and east and Burke Lutheran Church to the west, the area surrounding the site is characterized by a combination of undeveloped land in the City of Madison and Town of Burke and a number of single-family residences on large lots in the Town.

Plans for the development call for a 60-foot wide public right of way shown as “Road A” on the preliminary plat to extend east-west along the southernmost edge of the property. “Road B” is planned as a 70-foot wide public right of way that will extend northerly from Road A to intersect Hoepker Road. Lots 1 and 4 of the preliminary plat will be zoned TR-P and be developed in the future with up to 200 units of rental housing planned for a combination of single- and two-family dwellings that will be accessed from a combination of public streets and private lanes. A concept plan for the residential development included with the TR-P zoning materials includes a variety of on-grade parking, attached garages for certain units, and detached three-car garage buildings. A central outdoor pool and two clubhouse buildings will be provided for residents of the future complex, which will be located at the intersection of Roads A and B. The 200-unit housing development is considered a residential building complex for zoning purposes, which is a conditional use in the proposed TR-P district and will require submittal of a subsequent application for approval by the Plan Commission prior to the issuance of building permits to construct the single- and two-family residences or central resident amenities. In addition to the residential development on the southern 21.1 acres of the site, a large stormwater management facility is planned along the western edge of the TR-P district.

The remaining 12.77 acres of the site between the northern edge of the TR-P district and Hoepker Road will be zoned A with the current request. Lots 2 and 3 of the preliminary plat will be located on the west and east sides of Road B, respectively, which are planned for future residential development. A subsequent rezoning application and other approvals will be needed to develop Lots 2 and 3 in the future.

Analysis

****To guide the Plan Commission’s review of this section, staff recommends referring to the ‘Planning Division Analysis Graphics’ attachment that may be found in the legislative file for the preliminary plat (ID [86736](#)) and specifically linked [here](#).****

Consistency with Adopted Plans

In order to approve the zoning map amendment, the Common Council shall find that the zoning map amendment is *consistent with* the City’s Comprehensive Plan as required by Section 66.1001(3) of Wisconsin Statutes. “Consistent with” is defined as “furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan.” By extension, the Comprehensive Plan encourages consistency with adopted neighborhood and other sub-area plans, which are adopted as supplements to the Comprehensive Plan.

The subject parcels are located within the boundaries of two neighborhood development plans, both of which were updated in 2019. The [Pumpkin Hollow Neighborhood Development Plan](#) was first adopted in 2008 to provide detailed land use, transportation, utility, and growth recommendations for the portions of the existing and future City located north of the American Center, west of the City of Sun Prairie and east of Interstate 39/90/94.

The [Rattman Neighborhood Development Plan](#) was first adopted in 1992 to guide development of The American Center and its immediate environs, generally bounded by the Interstate corridor on the west and US Highway 151

on the southeast. The 2019 amendment extended the boundaries of the planning area northwest to Hoepker and Portage Roads to update the recommendations for the area adjacent to the employment center, including the interface between the employment, conservation, and residential uses along the north and western edges of the American Family Insurance Co. headquarters campus.

The recommendations adopted in 2019 amendments are reflected in both plans. Most of the 4821 Hoepker Road parcel and the northeasternmost corner of the 6303 Portage Road parcel are recommended for development in Residential Housing Mix (HM) 1, with a density of eight (8) units an acre overall. Per the [Pumpkin Hollow Neighborhood Development Plan](#), HM1 is primarily recommended for development of detached single-family housing on individual lots, but limited areas within HM1 districts may be developed with rowhouses, townhomes and duplexes at appropriate locations identified as development plans for specific subdivisions are prepared. It is specifically recommended that single-family housing developments include a range of house types and lot sizes. Rowhouses (or townhomes) and duplexes are recommended in HM1 to provide higher-density housing options at some locations, particularly near where HM1 areas are located in close proximity to the denser HM2 and HM3 areas.

The remainder of the site is recommended for stormwater management and open space owing primarily to the presence of the wooded ravine that extends east to west across the southern tier of the property, which contains the intermittent stream that is part of the headwaters of Starkweather Creek. Additionally, the portion of a wetland and enclosed depression located along the eastern property line of the 4821 Hoepker parcel is identified for stormwater management in both plans.

The land use polygons for the site in the neighborhood development plans are generally reflected on the future land use maps in the 2023 [Comprehensive Plan](#), which recommends Low Residential (LR) and Park and Open Space (P) consistent with the HM1 and stormwater management and open space polygons in the sub-area plans.

Access to the planned HM1 development on the eastern tier of the subject parcels is to be provided by a north-south collector street that would extend through the 4821 Hoepker parcel to eventually connect to American Family Drive on the west side of the American Family Insurance Co. headquarters campus. The [Rattman Neighborhood Development Plan](#) recommends upgrading American Family Drive through the headquarters campus from a private drive to a public street and extending the street to Hoepker Road to improve connectivity to and within the planning area. The north-south collector street through the subject site from American Family Drive to Hoepker Road would be located approximately halfway between the Portage Road-Hoepker Road intersection and the intersection of the recommended extension of American Family Drive to Hoepker Road. A network of east-west local streets is proposed on either side of the north-south collector to provide access to the HM1 development recommended for the subject site and adjoining parcels on the east and west. Neither neighborhood development plan recommends an east-west street along the southern edge of the subject site to connect the site to Portage Road.

Staff feels that the *type* of development proposed on the concept plan that accompanies the TR-P zoning materials is consistent with the housing recommended for HM1 areas in both the Pumpkin Hollow and Rattman neighborhood development plans, albeit in a somewhat different form as a residential building complex than the single-family detached housing on more traditional fee simple lots common in newly developing areas of the City with similar HM1 land use recommendations. However, the *location* of the proposed TR-P zoning and corresponding lots on the LEO Living plat are inconsistent with where the HM1 development is proposed in both

plans, proposing most of that development where the plans recommend stormwater management and open space due to the presence of the wooded ravine and substantial tree cover present along most of the southern portion of the property.

The street network proposed with the preliminary plat also does not follow the street network recommended for the subject site. In pre-application discussions with the applicant, staff from the Planning Division and Madison Fire Department indicated that the density and location of the proposed TR-P residential development would need more than one street to provide access in order to distribute vehicle trips from the project and provide more than one means of access for public safety providers. However, the east-west street proposed along the southern edge of the site is not recommended due to the topographical features present. Instead, connections between the subject site and Portage Road are recommended north of the Burke Lutheran Church property, where fewer topographical constraints exist. Additionally, the number of east-west streets shown on the preliminary plat other than Road A is limited to a reservation for a future 60-foot wide local street right of way between Road B and the eastern line of the 4821 Hoepker parcel; no connectivity to the parcels west and east of the site from the north-south Road B collector street is otherwise proposed.

Compliance with the Subdivision Regulations

The Subdivision Regulations, MGO Section 16.23, allow for a Certified Survey Map (CSM) meeting all of the requirements of Wis. Stat. Ch. 236.34, to be utilized in lieu of a final plat for creating a land division of up to four lots or outlots for private land development. Unless waived by the Secretary of the Plan Commission or their designee, a preliminary plat shall be filed by the subdivider prior to or with the CSM. As noted in the Subdivision Regulations, a preliminary plat is defined as a map showing the salient features of a proposed subdivision or land division for purposes of preliminary consideration prior to all final plats and, when required, prior to all land divisions. In making a determination as to whether the preliminary plat requirement may be waived, the Secretary of the Plan Commission or their designee shall consider the recommendations of other reviewing departments and may require sketches and/or other information to be supplied by the subdivider to determine whether the objectives of the Subdivision Regulations can be achieved without the preliminary plat. The preliminary plat must be submitted on all lands under the control of the applicant and (or) lands in which the applicant has an ownership interest.

Prior to the applicant submitting applications for the project on January 6, 2025, staff notified the applicant that a preliminary plat would be required before the four lots proposed could be created. Given the unique topographical features present across most of the property, staff felt that the greater level of information and detail provided by a preliminary plat were needed in order to fully consider the proposed subdivision.

Section 16.23(4)(c) requires that a preliminary plat shall be reviewed by the Department of Planning and Community and Economic Development for conformity with the Comprehensive Plan and any adopted neighborhood, sub-area and transportation plans, the Official Map, all ordinances, administrative rules and regulations, and shall transmit a copy of the preliminary plat to appropriate City agencies for review and comment concerning matters within their jurisdiction. The Department of Planning and Community and Economic Development shall submit the comments and proposed conditions of approval to the Plan Commission. The Plan Commission shall provide a recommendation on the preliminary plat to the Mayor and Common Council, who within 90 days of filing shall approve, approve conditionally, or reject the preliminary plat and shall state in writing or by resolution any conditions of approval or reasons for rejection. Approval or conditional approval of a preliminary plat shall not constitute approval of the final plat, but rather it shall be deemed an expression of

approval of the layout submitted as a guide to the preparation of the final plat or CSM, which will be subject to further consideration by the Plan Commission.

Staff believes that the preliminary plat as submitted does not meet the standards and criteria for approval.

Per Section 16.23(3) of the Subdivision Regulations, a proposed subdivision or land division shall conform to the Comprehensive Plan, any neighborhood, sub-area, or transportation-related plan, the Official Map, Complete Green Streets Guide, or any portion thereof. As noted above, the streets shown on the preliminary plat do not reflect the street network recommended for the subject site by the Rattman or Pumpkin Hollow neighborhood development plans, and the proposed layout of the subdivision proposes the creation of lots for development where no development is recommended due to the topographic features present on that portion of the property.

Further, Section 16.23(3)(a)3. of the Subdivision Regulations state:

“No land shall be divided which is held by the Plan Commission to be unsuitable for use by reason of flooding, bad drainage, soil or rock formations with severe limitations for development, severe erosion potential, or unfavorable topography, or any other feature likely to be harmful to safety or welfare of future residents or landowners in the proposed subdivision or of the community. Land located in environmental corridors prescribed by the regional planning commission shall generally not be developed, and should be located in outlots reserved against intensive development, except that the restrictions on such land may be modified with the approval of the Plan Commission and consent of the regional plan commission.”

The City Plan Commission in applying the provisions of this paragraph shall in writing recite the particular facts upon which it bases its conclusion that the land is not suitable for the proposed use, after affording the subdivider an opportunity to present evidence regarding such suitability at a public hearing.”

As noted, the southern edge of the site is characterized by the presence of a wooded ravine and intermittent stream, which will be significantly impacted by the extent of development proposed on the 6303 Portage Road parcel and the extension of “Road A” to provide access to the development from Portage Road. This portion of the property is **not** currently in a mapped environmental corridor administered by the Capital Area Regional Planning Commission (CARPC) because no such corridors were identified when this portion of the property was added to the Central Urban Service Area (CUSA) in 1988 in anticipation of the development of The American Center to its south and east. However, Planning staff believes that development of the wooded slopes and stream should be treated consistent with how land in mapped environmental corridor would be treated in consideration of the above standard, and that the features present can be considered “unfavorable topography” for the purposes limiting development of this portion of the property.

Approval of the subdivision as submitted may also be inconsistent with Section 16.23(3)(a)4., which seeks to limit the impact on stands of mature, high-quality trees in subdivisions or land divisions. The applicant has submitted a tree survey, which is attached to the materials for the preliminary plat (ID [86736](#)) that includes a sampling of some of the tree present across the 6303 Portage Road property and suggests that some of the surveyed trees may be integrated into the future residential development planned for Lots 1 and 4. However, significant grading is anticipated to accommodate the proposed development, which will likely result in the loss of most of the trees present across the southern portion of the property.

At a minimum, staff believes that development of the subject property should more closely follow the land use polygons in the adopted plans, which would result in far less development of the 6303 Portage Road property than currently proposed. A subdivision and residential development that more closely hewed to the adopted plans, including relocation of the second access to the site from Portage Road, would result in less impact of the intermittent stream corridor and woodlands present. A revised development proposal would also ideally incorporate additional local streets to support the future development of the adjoining properties for the residential uses as recommended in adopted plans.

Other Considerations

Future development of the subject site will be served by a full range of urban services once available. In the case of City water service, the developer will be required to extend water service north along Portage Road approximately 1,100 feet from where the existing main ends west of UW Health East Madison Hospital. For sanitary sewer, the City has created the Pumpkin Hollow Neighborhood Sanitary Sewer Improvement Impact Fee District to facilitate the extension of interceptor sewers easterly across Interstate 39/90/94 from their current terminus in the Center for Industry and Commerce. Plans for the sewer extension call for two branches of the line, including one to the east and Portage Road, which will serve the subject site (the other branch will extend north to Hoepker Road west of Portage).

The Traffic Engineering Division recommends that both Roads A and B be classified as ‘Neighborhood Streets’ as defined by the [Complete Green Streets Guide](#). Per the Guide, Neighborhood Streets may be designed as local or collector streets for fewer than 3,000 average daily motor vehicle trips, with a typical travel way width of 20 feet and typical right of way of 64 feet. Final approval of the construction plans for individual streets will be granted by the Common Council following review by the Transportation Commission and Board of Public Works and approval of a final plat or CSM. Consistent with conditions on other recent subdivision approvals, staff is requesting that all streets be dedicated with minimum eight-foot terraces between the curb and sidewalk.

Also, the City Engineer has submitted comments and conditions that indicate that the proposed stormwater management plan for the development will require the creation of an outlot to be dedicated to the City, and that the proposed intersections of the proposed public roads with Hoepker Road and Portage Road do not meet sight distance standards per the American Association of State Highway and Transportation Officials (AASHTO). If adequate sight distance does not exist for those intersections, the location of the intersections may need to be changed or the applicant will be required to make improvements to the roadways such that the sight distance is achieved or mitigating improvements made as required by the City. These improvements may require right of way outside of the plat limits.

Finally, approval of the zoning map amendment and preliminary plat by the Plan Commission and Common Council does not constitute approval of the development conceptually shown for Lots 1 and 4. The applicant will instead be required to submit applications to obtain approvals as stipulated by the Zoning Code. Future development of those lots is required to comply with the applicable bulk and design requirements and the building form standards in the Zoning Code. Any future conditional uses will be reviewed using the standards and process in Section 28.183 of the Zoning Code. Additionally, a final plat or Certified Survey Map to implement the preliminary plat will be required to be approved and recorded prior to the issuance of building permits.

Conclusion

The applicants are requesting approval of a zoning map amendment and the preliminary plat of *LEO Living* to allow the future creation of two lots for residential development in TR-P zoning and two lots or outlots for future development in A zoning from 39.26 acres of land located at 6303 Portage Road and 4821 Hoepker Road.

Staff does not believe that the zoning map amendment and preliminary plat meet the standards for approval as submitted. Specifically, most of the 6303 Portage Road parcel proposed for the development of a 200-unit residential building complex on two lots in TR-P zoning does not follow the recommendations for that property per the Rattman Neighborhood Development Plan and Pumpkin Hollow Neighborhood Development Plan, both of which recommend that most of that parcel be stormwater management and open space due to the presence of a wooded ravine and intermittent stream on the western two-thirds of that property. The development of those lots in the manner proposed does not appear to meet the standards and criteria in the Subdivision Regulations that discourage subdivision or land division of land with “unfavorable topography” or with existing stands of mature trees. The proposed development also does not provide the east-west local streets recommended to support the Housing Mix 1 development planned for the adjoining parcels on the west and east as recommended by the adopted plans.

At a minimum, staff believes that development of the subject property should more closely follow the land use polygons in the adopted plans, which would result in far less development of the 6303 Portage Road property than currently proposed. A subdivision and residential development that more closely hewed to the adopted plans, including relocation of the second access to the site from Portage Road, would result in less impact of the intermittent stream corridor and woodlands present. A revised development proposal would also incorporate additional local streets to support the future development of the adjoining properties for the residential uses as recommended in adopted plans. However, because the City only has 90 days to approve, conditionally approve, or deny the preliminary plat, staff recommends that the current requests be denied. If the applicant or property owner wish to proceed with zoning and subdivision requests that better reflect the recommendations for the site in adopted plans and comply with the Subdivision Regulations, they may submit new requests for the City’s consideration.

However, if the Plan Commission and Common Council determine that the zoning map amendment and preliminary plat are consistent with adopted plans and can meet the standards for approval, staff submits the conditions of approval that follow to guide implementation of the approved development.

Recommendation

Planning Division Recommendation (Contact Timothy M. Parks, (608) 261-9632)

The Planning Division recommends the following to the Plan Commission regarding 6303 Portage Road and 4821 Hoepker Road:

- That the Plan Commission find the standards **not** met and forward Zoning Map Amendment ID 28.022–00707 and 28.022–00708, rezoning the site from A to TR-P and A, respectively, to the Common Council with a recommendation to **place on file without prejudice** due to the inconsistency of the requested TR-P zoning with adopted land use plans; and

- That the Plan Commission find that the standards in MGO Section 16.23 are **not** met and forward the preliminary plat of *LEO Living* to the Common Council with a recommendation to **reject or deny**. In denying the proposed preliminary plat, the Plan Commission shall make specific findings regarding the lack of plan consistency and the potential unsuitability of the land for the proposed use.

If the Plan Commission can find that the standards and criteria for approval are met, it should condition any approval on input at the public hearing and the conditions from reviewing agencies that follow:

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

Planning Division

1. Lots 2 and 3 of the preliminary plat shall be created as outlots for future development at the time of final plat or Certified Survey Map approval. [There are no fixed lot area requirements for outlots in the Zoning Code.]
 2. Provide a digital copy of a wetland delineation current within five (5) years to the Planning Division with a future final plat or CSM of the property. Any future final plat or Certified Survey Map of the property shall include a 75-foot setback from any delineated wetland.
 3. Any future final plat or CSM of the property shall show the ordinary high water mark (OHWM) of the intermittent stream and include a setback from the OHWM consistent with the requirements in the *Dane County Water Quality Plan*.
 4. That the applicant work with the Planning Division and Capital Area Regional Planning Commission to revise the environmental corridor map to reflect the changes or additions to the mapped corridor proposed by the development prior to final approval and recording of the final plat or CSM.
5. Note: Approval of the zoning map amendment and preliminary plat by the Plan Commission and Common Council does not constitute approval of the development conceptually shown for Lots 1 and 4. The applicant or successor will be required to submit applications to obtain approvals as stipulated by the Zoning Code. Future development of those lots is required to comply with the applicable bulk and design requirements of the Zoning Code, including the building form standards in Sub-Chapter 28K. Any future conditional uses will be reviewed using the standards and process in Section 28.183 of the Zoning Code.

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

City Engineering Division (Contact Brenda Stanley, (608) 261-9127)

6. 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. The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPS) and no separate submittal to this agency or Capital Area Regional Planning Commission (CARPC) is required for this project to proceed.

7. The development is dependent on City sewer being built across the Interstate to Hoepker Road. This City sewer project across interstate will be funded with the Pumpkin Hollow Neighborhood Sanitary Sewer Improvement Impact fee/ The final plat or CSM will need to be recorded prior to City moving forward with building the sanitary sewer improvements.
8. Submit proposed lot corner grades with the stormwater management plan as these two items must be reviewed together to properly determine stormwater overflow conditions. Prior to the issuance of building permits, submit a master stormwater drainage plan with final as-built lot corner grades. These grades may be modified from the originally proposed grades provided they continue to meet design tolerances. No building permits shall be issued prior to City Engineering's final approval of this plan.
9. The proposed plat does not provide for public stormwater management via a public outlet. This is likely not acceptable; additional discussions on this shall be had with City Engineering.
10. The wetland delineation provided is based off of WDNR records, which is unacceptable. A site-specific wetland delineation shall be completed and provided to the City Engineer.
11. The developer shall enter into a City/Developer agreement for the required infrastructure improvements. The agreement shall be executed prior to sign-off of the final plat. Allow 4-6 weeks to obtain agreement. Contact the City Engineering Division to schedule the development and approval of the plans and the agreement.
12. Construct Madison standard street, multi-use path, and sidewalk improvements for all streets within the plat or CSM.
13. Construct sidewalk/path, terrace, curb and gutter, and pavement along Portage Road and Hoepker Road as approved by the City Traffic Engineer.
14. The developer shall make improvements to S Portage Road and Hoepker Road in order to facilitate ingress and egress to the development as required by the City Traffic Engineer.
15. Construct public sanitary sewer, storm sewer, and drainage improvements as necessary to serve the lots within the plat.
16. This development is subject to impact fees for the Pumpkin Hollow Neighborhood Sanitary Sewer Improvement Impact Fee District. All impact fees are due and payable at the time building permits are issued. Add the following note on the face of the plans, final plat or CSM: "Lots / buildings within this development are subject to impact fees that are due and payable at the time building permit(s) are issued."
17. 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 ((608) 261-9250) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering Division sign-off.
18. A minimum of two (2) working days prior to requesting City Engineering Division sign-off on the plat. Contact either Tim Troester (West) at (608) 261-1995 (ttroester@cityofmadison.com) or Brenda Stanley (East) at (608)

261-9127 (bstanley@cityofmadison.com) to obtain the final stormwater utility charges that are due and payable prior to subdivision of the properties. The stormwater utility charges (as all utility charges) are due for the previous months of service and must be cleared prior to the land division (and subsequent obsolesces of the existing parcel).

19. An Erosion Control Permit is required for this project.
20. A Storm Water Management Report and Storm Water Management Permit is required for this project.
21. A Phase 1 environmental site assessment (per ASTM E1527-13) is required for lands dedicated to the City. Provide one (1) digital copy and staff review will determine if a Phase 2 ESA is also required. Submit report(s) to Environmental Review (environmentalreview@cityofmadison.com).
22. Submit a soil boring report that has been prepared by a Professional Engineer two weeks prior to recording the final plat to the City Engineering Division indicating the ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than nine (9) feet below proposed street grades, a restriction shall be added to the final plat or CSM, as determined necessary by the City Engineer.
23. Confirm that adequate sight distance exists where streets intersect per AASHTO design standards for intersection sight distance. If adequate sight distance does not exist, change the location of the street intersection or agree to make improvements to the roadways such that the sight distance is achieved or make mitigating improvements as required by the City. Caution: The improvements indicated may require right of way outside of the plat limits. Note: Potential issues with Intersection sight distance have been identified at the following intersections: Portage Road/ Road A and Hoepker Road/ Road B.
24. Provide calculations for the 500-year storm event, as identified in MGO Chapter 37, as part of the plat design and stormwater management plan. The flows from this design storm event will be routed through the development and used to determine an anticipated safe top of concrete foundation elevation for future buildings in critical areas.
25. Install a property boundary witness markers along the boundary of lands dedicated for public stormwater purposes at property corners or in locations that are mutually agreeable to the applicant and City Engineering Division.
26. This project will disturb 20,000 square feet or more of land area and require an Erosion Control Plan. Please submit an 11- by 17-inch copy of an erosion control plan (PDF electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.
27. 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.

28. 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.
29. 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 City Engineering. The Stormwater Management Permit application can be found on City Engineering's website. The Storm Water Management Plan & Report shall include compliance with the following:
- Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.
- 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))
- Detain the 2-, 5-, 10-, 100-, and 200-year storm events, matching post-development rates to pre-development rates and using the design storms identified in MGO Chapter 37.
- Provide infiltration of 90% of the pre-development infiltration volume.
- Reduce TSS by 80% (control the 5-micron particle) off of newly developed areas compared to no controls.
- The applicant shall demonstrate that water can leave the site and reach the public right of way without impacting structures during a 100-year event storm. This analysis shall include reviewing overflow elevations and unintended storage occurring on site when the storm system has reached capacity.
- Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any best management practices (BMP) used to meet stormwater management requirements on this project.
30. 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).

City Engineering Division – Mapping Section (Contact Jeffrey Quamme, (608) 266-4097)

31. It is anticipated that the public improvements required to serve this proposed plat will require additional right of way and/or easements located beyond the plat boundary. The developer shall acquire the right of way and/or easements as required by the City at the developer's expense. In the event that the developer is unable to acquire the right of way and/or easements required, the City shall proceed to acquire the easements. The developer shall reimburse the City for all costs associated with the acquisition, including attorney's fees and any and all costs associated with court ordered awards. The developer shall provide a deposit at the time of contract execution to cover the estimated City staff expenses and easement cost for the acquisition. The developer shall note that separate, additional surety in an amount estimated to cover any potential court ordered awards shall be retained by the City until such time as appeal rights have expired. The additional surety shall be provided prior to the City making an offer for the easement or lands.

32. Public storm water management facilities shall be within outlots dedicated to the public for that purpose. The facilities shall also have adequate access and frontage to a public street.
33. If there are any public sanitary sewer or watermain easements necessary over adjacent lands for the extension of sanitary sewer and watermain to this development, these easements shall be the responsibility of the developer to acquire. Separate City of Madison Real Estate projects would be necessary to administer, draft and record the required easement acquisitions.
34. Grant a public storm sewer easement(s) to the City on the face of the final plat or CSM for any pipe crossing a private lot. The required widths shall be verified by Engineering staff prior to final plat approval.
35. Temporary public construction, sloping and grading easements over adjacent lands to the south will likely be necessary for the construction of Road A street and utility improvements. The easement shall terminate upon the completion of construction of all public improvements within Road A. Any required acquisition of these easement areas is the responsibility of the developer and will require separate City of Madison Real Estate projects to administer, draft and record the required acquisitions.
36. The Wisconsin Telephone Easement along Portage Road shall be released or rights conveyed to the City where it is within any street dedication prior to final plat approval.
37. The applicant shall have the Sewerage Easement per Document No. 2654613 and 4228441 released by the Town of Burke and the Village of DeForest.
38. The Covenant for Storm Water Maintenance per Document No. 5415009 appears to encumber a portion of the lands within this final plat or CSM per the first description in Exhibit A. Any portion of this covenant shall be released within this plat prior to final plat or CSM approval.
39. The applicant shall dedicate an additional 27 feet of right of way along Hoepker Road for a total of 60 feet from the centerline. Any utility having rights within these additional dedication areas shall release their rights prior to the recording of the final plat or CSM.
40. The applicant shall dedicate an additional 7 feet of right of way along Portage Road for a total of 40 feet from the centerline. Any utility having rights within these additional dedication areas shall release their rights prior to the recording of the final plat or CSM.
41. Coordinate and request from the utility companies serving this area the easements required to serve this development. Those easements shall be properly shown, dimensioned and labeled on the final plat.
42. All centralized USPS mailboxes shall be installed and maintained internally within the lots. None shall be accessed from a public right of way.
43. Dependent on stormwater management discussions with City Engineering Division Stormwater staff, there may be separate public and private storm water management facilities. The applicant shall be aware any private pipes crossing a public right of way would be required to have a Privilege in Streets agreement which includes an annual fee and requires the developer to register with Digger's Hotline for notification of digging

requests within the right of way. Also, any facility treating both public and private water shall be subject to an agreement/ easement with the City of Madison.

44. The 60-foot road reservation shall be created as a private outlot. The outlot shall have a note on the plat or CSM that the outlot is restricted from private development other than private open space and shall be dedicated to the City of Madison at no cost upon the Common Council adopting a resolution requiring the dedication.
45. The final plat shall provide on its face the required setbacks from wetlands as are required per the Central Urban Service Area amendment that includes this proposed plat area.
46. The final width of right of ways shall be as required by the Traffic Engineering Division.
47. Provide 'recorded-as' information as required by statute on all boundaries of the plat.
48. Interior intersections shall have corner curve radii of 15 feet as required by MGO. The intersections at Portage Road and Hoepker Road shall be dedicated with 25' radii.
49. Provide a list of proposed street names to Lori Zenchenko (lzenchenko@cityofmadison.com) for review and approval.

Traffic Engineering Division (Contact Sean Malloy, (608) 266-5987)

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| <ol style="list-style-type: none">50. Both "Road A" and "Road B" shall be classified as <u>Neighborhood Streets</u> as defined by the current Complete Green Streets Guide.51. The applicant shall dedicate sufficient right of way to allow for minimum eight (8)-foot terraces on all streets in this plat. Any variances shall be approved by the City Traffic Engineer.52. The applicant shall provide a minimum 150-foot centerline radius and a minimum 100-foot tangent between curves on all public right of ways in this plat per MGO Section 16.23(6)(a)(11). |
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53. The applicant shall add a note to the plat stating no driveway shall be constructed that interferes with the orderly operation of the pedestrian walkway. This will require all pedestrian ramps to be constructed separate from driveway entrances; a curb-head of no less than six inches in width shall be constructed between all pedestrian ramps and driveway entrances. This is especially important at 'T' intersections where lot and building layout become critical; to prevent interference with the pedestrian ramp, lots intersecting or adjacent 'T' intersection may require a shared driveway and access.
54. Prior to final sign-off, the applicant shall work with the Traffic Engineering Division's Electrical Section to record the necessary easements for streetlights. Typically, Traffic Engineering requires a 12-foot easement between lots and 6-foot easements on corner lots where streetlights are needed.
55. Public right of way configuration and design along with site plans are not approvable through the plat approval process. The applicant shall work with Traffic Engineering staff on the final right of way design.

Parking Division (Contact Trent W. Schultz, 608-246-5806)

56. The agency reviewed this project and determined a Transportation Demand Management (TDM) Plan is not required as part of subdivision plat review. As development progresses, residential uses with 10 or more dwelling units within a single parcel will be subject to TDM Plan review per MGO Section 16.03.

Zoning Administrator (Contact Jenny Kirchgatter, (608) 266-4429)

57. Work with Zoning and Planning staff to finalize approval of the TR-P Master Plan for the proposed development.

58. Identify the dwelling unit types on Development Site Plan Page C-2. Consider color coding the dwelling types consistent with the site concept plan exhibit and site lighting plan pages.

59. Include an open space exhibit identifying the various open space areas within the development per Section 28.053(5)(a) Site Design Standards for Open Space. Open space shall be available to the residents of the district for recreational purposes or similar benefit. Land reserved for stormwater management and other required site improvements shall not be applied to this requirement, unless designed as open space that will meet resident needs.

60. Submit a phasing plan exhibit for the implementation of the master planned development.

61. Identify the typical building materials on the building floor plans and elevations.

Fire Department (Contact Matt Hamilton, (608) 266-4457)

This agency has reviewed this request and recommended no conditions of approval

Water Utility (Contact Jeff Belshaw, (608) 261-9835)

62. The developer shall construct the public water distribution system and services required to serve the proposed subdivision plat per MGO 16.23(7)(d)(3).

63. 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.

Metro Transit (Contact Tim Sobota, (608) 261-4289)

This agency has reviewed this request and recommended no conditions of approval

Parks Division (Contact Kathleen Kane, (608) 261-9671)

64. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Secs. 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 North Park-Infrastructure Impact Fee district. Please reference ID# 25014 when contacting Parks Division staff about this project.

65. Prior to sign off on the final plat or CSM, 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.
66. The following note should be included on the final plat: "Lots within this subdivision are subject to impact fees that are due and payable at the time building permit(s) are issued." The Parks Division shall be required to sign-off on this subdivision.

Forestry Section (Contact Brad Hofmann, (608) 266-4908)

This agency did not submit comments for the preliminary plat.

Office of Real Estate Services (Contact Heidi Radlinger, (608) 266-6558)

This agency did not submit comments for the preliminary plat.

Appendix A: Tradition Residential–Planned District Requirements

The following excerpts summarize the requirements for residential development in the Traditional Residential-Planned (TR-P) District in Section 28.053 of the Zoning Code:

(1) Statement of Purpose. 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.

A large-scale TR-P development will be designed through a master planning process. Where a TR-P District is developed in conjunction with or in proximity to an existing or planned mixed-use or higher-density district (for example, a Neighborhood Mixed-Use District, Traditional Shopping Street District, or Traditional Residential-Urban District) the TR-P District is also intended to meet the goals of traditional neighborhood development as established by the State of Wisconsin and Dane County. These goals include the following:

- a.) Reduce public costs by making more efficient use of infrastructure.
- b.) Protect the environment through reduced land consumption, preservation of on-site environmental features, and reduced automobile travel.
- c.) Increase public safety and welfare through street design that results in slower driver speeds and reduced accidents, injuries and fatalities.
- d.) Promote the reinvestment in existing developed areas.
- e.) Foster community through attractive streets and public spaces that create opportunities for encounters and gatherings.

(3) Required Mix of Residential Uses. After the effective date of this ordinance, development sites or projects within the TR-P District that are 10 acres or more in size or that include 50 or more dwelling units shall meet the following standards:

- a.) A minimum of 3 residential building types from the following categories shall be included within the site:
 - 1. Single-family detached dwellings with street-accessed garages.
 - 2. Single-family detached dwellings with alley-accessed garages.
 - 3. Two-family and single-family attached buildings.
 - 4. Accessory dwelling units.
 - 5. Multi-family dwellings (3 units or more), including senior housing.
 - 6. Special-needs housing such as community living arrangements and assisted living facilities.
- b.) A minimum of ten percent (10%) of the units on the site shall be in two-family, attached or multi-family residential dwelling types.
- c.) For infill development, the required mix of residential uses may be satisfied by existing adjacent residential uses within a one-quarter mile radius.
- d.) All residential lots shall be located within one-quarter mile of existing or planned public or common open space.

(4) Dimensional Standards, Permitted and Conditional Uses. [See table below for more information.]

(5) Site Design Standards.

- a.) Open Space. Open space shall be available to the residents of the district for recreational purposes or similar benefit. Land reserved for stormwater management and other required site improvements shall not be applied to this requirement, unless designed as open space that will meet resident needs.
 - 1. Open space shall be designed to meet the needs of residents of the district and the surrounding neighborhoods to the extent practicable for parks, playgrounds, playing fields, and other recreational facilities.
 - 2. A diversity of open spaces shall be provided within the TR-P district, including but not limited to community parks, neighborhood squares and commons, and playgrounds.
 - 3. Open spaces included with the subdivision shall be dispersed throughout the development and walkable from most areas within the subdivision.
 - 4. Land donated for any public purpose, which is accepted by the City, may be credited towards the open space requirement at the discretion of the Common Council.
- b.) Street Layout. A TR-P site development plan shall maintain the existing street grid where present and restore the street grid where it has been disrupted. In newly developing areas, streets shall be designed to maximize connectivity, except where environmental or physical constraints make this infeasible. All streets shall terminate at other streets, at public land, or at an environmentally sensitive area, except that local streets may terminate in stub streets when those will be connected to other streets in future phases of the development or adjacent developments.
- c.) Street Design. Flexibility in street design may be allowed within a TR-P District in order to create a safe and pleasant environment for residents, emphasizing pedestrian and bicycle circulation.
- d.) Non-Residential Uses. Non-residential land uses, including but not limited to schools, places of worship and neighborhood-serving commercial uses located within a subdivision zoned TR-P, shall be designed in a compact fashion and reflect the design of other uses within the master-planned development. Parking for such uses shall be located in the side or rear yards and shall be well screened to preserve the continuity of the public realm.

(6) Submittal Requirements.

a.) After the effective date of this ordinance, a Master Plan shall be required for all TR-P projects that are proposed to be 10 acres or larger in size or those that will include 50 dwelling units or more. All TR-P Master Plans shall include each of the following elements:

1. A map of the proposed development that identifies all of the lots and outlots to be contained in the proposed development and which contains all of the information required for preliminary plats in Sec. 16.23(7)(a), MGO. The map shall identify each of the following items:
 - a. The use of each lot or outlot, including any spaces to be dedicated to the public.
 - b. The number of dwelling units to be provided on each lot.
 - c. The number of floors of all buildings to be constructed on a lot – minimum and maximum.
 - d. The orientation of buildings in relation to all streets.
 - e. The yards and building setbacks for each developable lot.
 - f. Stormwater management, including proposed treatments at the lot, block and subdivision level.
2. A phasing plan for the implementation of the master planned development.
3. Building design standards for the proposed development recorded in the covenants, conditions and restrictions for the subdivision, shall include:
 - a. Massing and composition of structures, orientation of windows and entries; doors and other elements of the facade, and primary facade materials and colors.
 - b. A process for the application of such building design standards, through an architectural review committee or similar review body.
4. A detailed letter of intent for the project that outlines the specific goals and objectives for the master planned development. Sec. 28.053(6)(b)

b.) Standards for Approval of Master Plans.

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.
5. The TR-P Master Plan shall also comply with all of the requirements for preliminary plats in MGO Section 16.23.

(7) Review Procedures. A Master Plan for a TR-P district will be reviewed as part of the zoning map amendment and subdivision plat.