

PLANNING DIVISION STAFF REPORT

MAY 24, 2017 URBAN DESIGN COMMISSION

JUNE 5, 2017 PLAN COMMISSION



Project Address: 9910 Watts Road
Application Type: Zoning Map Amendment and Conditional Use
Legistar File ID # [47024](#) and [46775](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted.

Summary

Applicant: Dan Schmidt, Latitude 43, LLC; 818 North Star Drive; Madison.

Contact Person: Ulian Kissiov, 476 Presidential Lane; Madison

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

Requested Actions: Approval of a request to rezone property generally addressed as 9910 Watts Road from SR-V2 (Suburban Residential–Varied 2 District) to TR-U1 (Traditional Residential–Urban 1 District) and approval of a conditional use for a residential building complex with 105 apartment units in two buildings and a clubhouse.

Proposal Summary: The applicant is requesting approval of a residential building complex on Lot 1 of the 1000 Oaks residential subdivision. The apartment complex will consist of 105 units located in two buildings with a clubhouse and pool. Parking for the development will be provided in 105 underground parking stalls, 65 surface parking stalls and 120 bike parking stalls. Construction of the project will occur in phases beginning in July 2017, with completion anticipated in December 2018.

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

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

Summary Recommendation: The Planning Division recommends that the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00282, rezoning property addressed as 9910 Watts Road from SR-V2 to TR-U1, to the Common Council with a recommendation of **approval**, and **approve** a conditional use–residential building complex to allow construction of 105 apartment units in two buildings following a recommendation by the Urban Design Commission, and subject to input at the public hearing, and the conditions from reviewing agencies beginning on page 6 of this report.

Background Information

Parcel Location: An approximately 3.97-acre parcel located on the north side of Watts Road, approximately 1,900 feet west of South Point Road; Aldermanic District 9 (Skidmore); Madison Metropolitan School District.

Existing Conditions and Land Use: Undeveloped land, zoned SR-V2 (Suburban Residential–Varied 2 District). The western edge of the site includes a delineated wetland and 75-foot wetland setback.

Surrounding Land Uses and Zoning:

North: Undeveloped land in Silicon Prairie Business Park, zoned IL (Industrial–Limited District); regional stormwater management facility, zoned CN (Conservancy District);

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

West: Undeveloped land [approved preliminary plat of “Bridlewood” single-family subdivision], zoned SR-C1 (Suburban Residential–Consistent 1 District);

East: Undeveloped land, zoned SR-V2 (Suburban Residential–Varied 2 District); City-owned greenway, zoned CN.

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

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

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

Requirements	Required	Proposed
Lot Area	1,000 sq. ft. per unit (105,000 sq. ft.)	172,933.2 sq. ft. (existing)
Lot Width	50'	Adequate, existing
Front Yard	15'	Will comply
Maximum Front Yard	No more than 20% greater than block average, up to 30' maximum	Will comply
Side Yard	8' for end units	Will comply
Rear Yard	Lesser of 25% of lot depth or 20'	Will comply
Maximum Lot Coverage	75%	50.75%
Usable Open Space (per unit)	320 sq. ft. per unit (87,680 sq. ft)	33,600 sq. ft.
Maximum Building Height	5 stories, 65'	3 stories
Building Form	Large Multi-Family Building	Complies with requirements
Number Parking Stalls	1 per dwelling (105)	170
Accessible Stalls	Yes	4
Number Bike Parking Stalls	1 per unit up to two-bedrooms (99); 0.5 stall per bedroom over two (3); 1 short term guest space per 10 units (10) = 112	120; (See conditions)
Other Critical Zoning Items		
Yes:	Urban Design (Residential Building Complex), Barrier Free, Utility Easements	
No:	Wellhead Protection, Floodplain, Landmarks, Waterfront Development , Adjacent to Park	
<i>Prepared by: Tim Parks, Planning Division</i>		

Environmental Corridor Status: The wetland and setback on the western edge of the subject site are located in a mapped environmental corridor.

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

Previous & Related Approvals

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

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

The subject site is Lot 1 of the recorded final plat, and was zoned R5 prior to the new Zoning Code taking effect on January 2, 2013, when it was transitioned to its current SR-V2. At the time of platting, there were no density restrictions placed on the subject lot, although it was *estimated* that development of the three 1000 Oaks lots zoned for multi-family would yield 350 dwelling units.

On November 22, 2016 meeting, the Common Council approved a similar request to rezone Lot 3 of 1000 Oaks (604 South Point Road) from SR-V2 (Suburban Residential–Varied 2 District) to TR-U1 (Traditional Residential–Urban 1 District), and on November 7, 2016, the Plan Commission a conditional use for a residential building complex with 274 apartment units in five buildings.

Project Description

The applicant is requesting approval of a conditional use for a residential building complex to allow construction of an apartment development with 105 dwelling units in two buildings on a 3.97-acre parcel platted as Lot 1 of the 1000 Oaks residential subdivision. The applicant is seeking to rezone the site to the TR-U1 (Traditional Residential–Urban 1) zoning district to support the proposed development.

The subject lot is undeveloped and is located at the far western end of platted but currently unbuilt Watts Road, approximately 1,900 feet west of South Point Road. However, the section of Watts Road extending through the 1000 Oaks subdivision is currently under construction by the City, and will be completed later this year. The site

is otherwise characterized by a modest slope that falls from a ridge near the center of the site towards a City-owned greenway that forms the eastern edge of the property, and a delineated wetland and wooded area that extends along the western edge of the site. The wetland and a 75-foot regulatory setback were identified on the plat of 1000 Oaks, and the applicant has had a more contemporary delineation of the wetland performed to recognize the evolution of that site feature since the plat was recorded in 2009 (in most cases, wetland delineations are valid for five years per State rules). The 8,808 square-foot wetland as recently delineated and the corresponding setback are depicted on the plans for the proposed residential building complex (see Sheet C1.0). In addition, the 1000 Oaks plat included an easement dedicated to the City for the future construction of a north-south multi-purpose path within the wetland setback. The wooded area and wetland continue onto the adjoining property to the west, which was zoned and received preliminary plat approval in 2015 as the future "Bridlewood" single-family subdivision. The site is otherwise bordered on the north by a City-owned regional stormwater detention facility and undeveloped land in the Silicon Prairie Business Park, and by future residences south of Watts Road in the 1000 Oaks development.

The proposed buildings will extend north to south across the center of the subject site. The southern building, Building A, will be a J-shaped 51-unit structure set back approximately 15 feet from Watts Road. The finished floor elevation of the building will be approximately five feet above the grade of the sidewalk along Watts Road. The proposed one-story clubhouse will be located at its northwesternmost corner of Building A, with the pool and pool deck located between Building A, the clubhouse, and the edge of the 75-foot wetland setback. Building B is proposed as a 54-unit L-shaped structure that will parallel the northern property line. The 105 units proposed will be comprised of 12 studios, 55 one-bedroom units, 32 two-bedroom units, and 6 three-bedroom units. The buildings will primarily be clad with six tones of fiber cement siding above a wainscot of dark-colored brick, and reflect a modern architectural influence that features right angles and a flat roof in this case.

One driveway from Watts Road will be located at the southeastern corner of the site, with surface parking for 65 automobiles proposed between the buildings and parallel to the eastern property line. Structured parking for 105 autos and 109 bicycles is proposed beneath the two buildings. A total of 174 auto parking stalls (including 4 accessible stalls) will be provided to serve the development, for a ratio of 1.65 stalls per dwelling unit.

Analysis and Conclusion

On February 7, 2017, the Common Council adopted Ordinance 17-00017 (ID [45560](#)) to amend Section 28.211 of the Zoning Code to change the definition of "Lot Area" as follows (the amended text is underlined):

"Lot Area. The area of a horizontal plane bounded by the front, side and rear lot lines, excluding any wetland area or any area dedicated or reserved by easement to the public for stormwater management."

The former definition of lot area included no exceptions, including for areas delineated as wetlands or reserved by easement for public stormwater management. Therefore, those undevelopable areas could be counted toward overall lot area for the purpose of determining how many dwelling units could be developed on a property, which in some cases resulted in a higher density than could actually be supported by a site. The approved text amendment specifically excluded wetlands and areas reserved for stormwater management by easement from being counted toward lot area and density (land dedicated to the City for stormwater management as an outlot is not part of a development site for density purposes or otherwise). The amended definition is applicable to the density calculation for the subject site due to the wetland present along a portion of the western property line.

Once the 8,808 square-foot area of the recently delineated is discounted from the area of Lot 1, the proposed residential building complex will have a net density of 27.9 units per acres. The proposed density exceeds the maximum density allowed in the existing SR-V2 zoning district of approximately 21.7 units per acre (2,000 square feet of lot area per unit), hence requiring that the property be rezoned to TR-U1, where a density of up to approximately 43 units per acre is possible (1,000 square feet of lot area per unit up to two-bedroom units).

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

During the mapping of the 2013 Zoning Code, however, staff recommended that few or no undeveloped properties zoned R5 under the old code and located in newly developing areas of the City be zoned TR-U1 effective with the new code. This included the subject site as well as Lots 2 and 3 of 1000 Oaks, which were also zoned for future multi-family development in the R5 district. The intent was to provide staff and the Plan Commission with another opportunity to review the future zoning of those properties where higher density was previously determined to be appropriate to ensure that the bulk provisions of a higher-density district like TR-U1 were being satisfied at the time of development and in a manner consistent with the recommendations of a more detailed neighborhood development plan as well as the Comprehensive Plan.

In this case, the Pioneer Neighborhood Development Plan recommends that the three lots planned for future multi-family development in 1000 Oaks, including the subject site, be developed with medium-density residential housing at a density of 16-25 units per acre, which is less than the density proposed by the developer for Lot 1, or the maximum density allowed in the TR-U1 zoning district, or the top end of the broader 16-40 unit per acre density range recommended for Medium-Density Residential development by the Comprehensive Plan.

However, the proposed density of Lot 1 will be consistent with the aggregate density approved in late 2016 for Lots 2 and 3, which are under the common ownership of a party unrelated to this application. The density of Lots 2 and 3 was formally tied together during the rezoning and conditional use approval process for Lot 3 (formerly 604 South Point Road), which called for 274 units on that 7.2-acre parcel (38.1 units per acre). As a condition of approval for Lot 3, a restrictive covenant was required that restricted the development of Lot 2 to 100 dwelling units on that 6.57-acre parcel (15.2 units per acre). The aggregate density of the two lots would therefore be approximately 27 units per acre, which Planning staff felt was more consistent with the general density recommendations in the Pioneer Neighborhood Development Plan.

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

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

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

Recommendation

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

The Planning Division recommends that the Plan Commission find the standards met and forward Zoning Map Amendment ID 28.022–00282, rezoning property addressed as 9910 Watts Road from SR-V2 to TR-U1, to the Common Council with a recommendation of **approval**, and **approve** a conditional use–residential building complex to allow construction of 105 apartment units in two buildings following a recommendation by the Urban Design Commission, and subject to input at the public hearing, and the conditions from reviewing agencies:

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

Planning Division

1. The elevations submitted show no HVAC penetrations. Any proposed HVAC or utility penetrations on the building shall not face Watts Road. Any HVAC or utility penetrations elsewhere on the exterior of the building should be designed to be perpendicular to the facades to limit their visibility to the greatest extent possible. No utility or HVAC pedestals or penetrations, including HVAC wall packs for units, and gas meters or electric meters for buildings/ units shall be permitted without specific approval by the Urban Design Commission and Plan Commission.

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

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

2. The applicant shall add a sanitary sewer manhole on east part of lot and connect to City sewer at a 90-degree angle rather than the current connection angle.
 3. The site is in the Lower Badger Mill Creek Impact Fee District. Fees for this district are due and payable prior to approval.
 4. The applicant shall show how the wetland shall be allowed to drain. As shown, the applicant is discharging water to an enclosed depression wetland with no outlet provided. Further the wetland is not all under the control of this landowner. The applicant shall show an agreement between landowners to allow this discharge.
 5. The applicant has shown contour grading matching into the public greenway on Outlot 1. There has been a grading plan issued for this greenway at this time. The applicant shall incorporate the grading plan issued into their plan set.
 6. The applicant shows a continuous downward slope to the greenway over an existing sanitary main along the eastern edge of the property. The City owns and maintains the sanitary sewer in the easement and requires access to it with heavy equipment. The applicant shall either re-grade the area with a minimum of a 12-foot wide flat area over the pipe for access or sign an agreement allowing City of Madison Engineering to use of the parking lot to access our sanitary sewer system.
7. Show the bike path as proposed. This path will be constructed at a later date as a City Public Works Project. Revise private pedestrian connections shown to the proposed path as needed.
 8. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior to City Engineering sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of 2 working days prior to requesting City Engineering signoff.
 9. The applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the City Engineering Division (Storm/Sanitary Section). The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg) Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the only the following data, each on a separate layer name/level number. The digital copies shall be drawn to scale and represent final construction including: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); right-of-way lines (public and private); plat name and lot lines (metes & bounds parcel lines if unplatted); platted lot numbers (noted "unplatted lands" if not platted); lot/plat property dimensions; street names; private on-site sanitary sewer utilities (including all connections to public sanitary); private on-site storm sewer utilities (including all connections to public storm). The CAD file will only be required prior to final plan review so that multiple files do not need to be supplied or reviewed. The party responsible for the CAD file e-mail transmission shall include the

project site address in the email subject line. Any changes or additions to the location of the building, private utilities, sidewalks, parking/pavement during construction will require a new CAD file transmittal.

10. The applicant shall submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West). The digital copies shall be to scale, and shall have a scale bar on the plan set. (POLICY and MGO 37.09(2)) PDF submittals shall contain the following information: a) Building Footprints; b) Internal Walkway Areas; c) Internal Site Parking Areas; d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); e) Right-of-Way lines (public and private); f) Lot lines or parcel lines if unplatted; g) Lot numbers or the words unplatted; h) Lot/Plat dimensions; i) Street names; j) Stormwater Management Facilities; k) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).
11. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including: a) SLAMM DAT files; b) RECARGA files; c) TR-55/HYDROCAD/Etc; d) Sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.
12. Submit a draft Stormwater Management Maintenance Agreement (SWMA) for review and approval that covers inspection and maintenance requirements for any BMP used to meet stormwater management requirements on this project. Include copies of all stormwater, utility, and detail plan sheets that contain stormwater practices on 8.5x14 size paper in the draft document. These drawings do not need to be to scale as they are for informational purposes only. Once City Engineering staff have reviewed the draft document and approved it with any required revisions submit a signed and notarized original copy to City Engineering. Include a check for \$30.00 made out to Dane County Register of Deeds for the recording fee. City Engineering will forward the document and fee for recording at the time of issuance of the stormwater management permit. The draft document should be emailed to Tim Troester at ttroester@cityofmadison.com. The final document and fee shall be submitted to City Engineering.
13. Provide additional detail how the enclosed depression(s) created by the parking entrance(s) to the below-building parking area(s) is/are served for drainage purposes. The buildings must be protected from receiving runoff up through the 24-hour, 100-year design storm. If the enclosed depression(s) is/are to be served by a gravity system provide calculations stamped by a Wisconsin P.E. that show inlet and pipe capacities meet this requirement. If the enclosed depression(s) is/are to be served by a pump system, provide pump sizing calculations stamped by a Wisconsin P.E. or licensed plumber that show this requirement has been met.
14. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of MGO regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
15. This site appears to disturb over 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 of the WDNR at 273-5612 to discuss this requirement.

16. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to provide infiltration in accordance with Chapter 37.
17. Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of Madison General Ordinances.
18. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this site shall provide substantial thermal control.
19. The applicant shall replace all sidewalk and curb and gutter that abuts the property, which is damaged by the construction, or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
20. All work in the public right of way shall be performed by a City-licensed contractor.
21. All damage to the pavement on Watts Road adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.

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

22. There are private stormwater management facilities, building corners, portion of a pool and pool deck, significant grading and retaining walls proposed within the 75-foot wide easement for Pedestrian and Bike Path Purposes and the Wetland Buffer per the plat of 1000 Oaks, Document No. 4546990. Upon approval of any of these improvements by City Engineering, the applicant shall provide the legal description, map exhibits and \$500 administrative fees to Jeff Quamme (jrquamme@cityofmadison.com). He will coordinate with the City's Office of Real Estate Services to administer an amendment to the existing Wetland Setback line to match current requirements and also to the Bicycle and Pedestrian Easement to include the lands needed for the 10-foot path. All amendments shall be as approved by City Engineering.
23. The address of building A along the road is 9930 Watts Road. The address of building B to the rear of the property is 9910 Watts Road. The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
24. The applicant shall submit a PDF of all floor plans for each separate building to Lori Zenchenko (Lzenchenko@cityofmadison.com); so that a preliminary building and preliminary interior addressing plan can be developed prior to plans being submitted for permit review. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.

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

25. The applicant shall realign the ADA access ramp with the painted hatched region adjacent the ADA stall.

26. The applicant shall work with Traffic Engineering and City Engineering staff to determine the final alignment of the path on the western side of the property.
27. Note: The Traffic Engineering Division recommends providing a two-foot buffer between all bicycle parking stalls and pedestrian walkways to allow for irregularly parked bicycle and bicycles with trailers or other accessories.
28. Note: With a seven-foot wide pedestrian walkway and noted two-foot vehicle overhang the parking stalls may be reduced to 16 feet. This will allow the applicant to decrease the impervious surface if desired.

29. The applicant shall submit one contiguous plan for approval. The plan drawing shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
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).

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

33. Submit a bike rack detail for the surface and underground bike racks.
34. 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.
35. Provide details showing that the proposed landscape islands contain a minimum of 75% vegetative cover. Per Sections 28.142(3)(c) and 28.142(4)(e) of the Zoning Code, planting beds or planted areas must contain at least 75% vegetative cover mulched. Mulch shall consist of shredded bark, chipped wood or other organic material installed at a minimum depth of two (2) inches.
36. Provide details of the pool and pool deck area, retaining wall, and other site amenities.
37. 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.

38. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31, the Sign Code. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

Fire Department (Contact Bill Sullivan, 261-9658)

39. Watts Road shall be constructed and City water service provided prior to erection of combustible construction materials. A means to turn fire apparatus around shall also be constructed in accordance with the IFC.

Metro Transit (Contact Tim Sobota, 261-4289)

40. The proposed development is outside Metro Transit's service area. The closest bus stop with scheduled bus service is more than two miles walking distance, and the units would be greater than the three-quarters mile regulatory distance from all day scheduled bus service, that disqualifies any trips at this location for passengers who might otherwise be eligible for door-to-door paratransit service. [See attached file "9910wr_METRO.pdf"]

41. The pedestrian access between this site and the scheduled bus service, located on Junction Road at Mineral Point Road, includes approximately three-quarters of a mile travel along the unimproved shoulder of County Highway S (posted 45 mph).

42. The proposed development will initially be almost one-quarter mile from the nearest public street intersection (being located at the end of the cul-de-sac of Watts Road, west of Harvest Moon Lane), and almost one-half mile from the closest bus stops operated by Metro Transit that currently serve MMSD students (located on Pine Lawn Parkway, east of South Point Road), in this portion of the Jefferson Middle School and Memorial High School attendance areas.

43. The Madison Metropolitan School District may be required to fund alternate school transportation for students (taxi vouchers, etc.), due to this initial inaccessibility and remoteness of the proposed development, from where City transit vehicles that typically transport school students can operate due to the lack of sufficient public street network and pedestrian infrastructure.

Parks Division (Contact Janet Schmidt, 261-9688)

44. 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(6) 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 08115.1 when contacting Parks Division staff about this project.

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

Water Utility (Contact Adam Wiederhoeft, 266-9121)

46. A Water Service Application Form and fees must be submitted before connecting to the existing water system. Provide at least two working days notice between the application submittal and the requested installation or inspection appointment. Application materials are available on the Water Utility's Plumbers & Contractors website (<http://www.cityofmadison.com/water/plumberscontractors>), otherwise they may be obtained from the Water Utility Main Office at 119 E. Olin Avenue. A licensed plumber signature is required on all water service applications. For new or replacement services, the property owner or authorized agent is also required to sign the application. A Water Meter Application Form will subsequently be required to size and obtain a water meter establish a Water Utility customer account and/or establish a Water Utility fire service account. If you have questions regarding water service applications, please contact Madison Water Utility at 266-4646.

47. The applicant's utility contractor shall obtain an excavation permit prior to commencing the water main or service construction in the public right-of-way. This permit application is available on the City Engineering Division.