



**Project Address:** 310-402 Cottage Grove Road, 904 Dempsey Road, Generally Lot 5 on Revised Plat (Legistar ID#32131), Specifically

**Application Type:** Conditional Use

**Legistar File ID #** [32435](#)

**Prepared By:** Heather Stouder, AICP, Planning Division  
Report Includes Comments from other City Agencies, as noted

## Summary

**Applicant/Property Owner:** Carl Ruedebusch; Ruedebusch Development; 4605 Dovetail Dr.; Madison, WI 53705

**Project Contact:** J. Randy Bruce; Knothe and Bruce Architects, LLC; 7601 University Ave. Ste 201; Middleton, WI 53562

**Requested Action:** The applicant requests approval of a conditional use for construction of two multi-family residential buildings with a total of 80 units in the TR-U2 (Traditional Residential – Urban 2) District, as part of a planned multi-use site.

**Proposal Summary:** The applicant proposes to construct a 3-story multi-family residential building with 80 units. The proposal includes 81 underground parking stalls and 15 surface stalls. The site is part of a planned multi-use site with access from Royster Oaks Drive shared with the property immediately to the south (Legistar ID#[32434](#)).

**Applicable Regulations & Standards:** This proposal is subject to the standards for conditional uses (MGO Section 28.183(6)).

**Review Required By:** Plan Commission (PC)

**Summary Recommendation:** Planning Division staff recommends that the Plan Commission find that the conditional use standards can be met and **approve** the proposed multi-family building as part of a planned multi-use site. This recommendation is subject to input at the public hearing and recommended conditions of approval from city agencies.

## Background Information

**Parcel Location:** The subject property is located on the southeast corner of the future Royster Oaks Drive (a northward extension of Maher Road, located roughly 600 feet west of Dempsey Road) and the future Pinney Street (located approximately 450 feet north of Cottage Grove Road); TR-U2 (Traditional Residential – Urban 2) District; Aldermanic District 15 (Ahrens); Madison Metropolitan School District.

**Existing Conditions and Land Use:** The 1.8-acre site is currently undeveloped.

### **Surrounding Land Use and Zoning:**

**North:** Across the future Pinney Street, undeveloped land in the TR-C3 (Traditional Residential – Consistent 3) Zoning District planned for future development with single-family homes and open space.

**East:** Undeveloped land in the TE (Traditional Employment) Zoning District.

**South:** Undeveloped land in the TE (Traditional Employment) Zoning District, proposed for development with a three-story mixed-use building (see Legistar Item #[32434](#)).

**West:** Across the future Royster Oaks Drive, undeveloped land in the TR-U2 (Traditional Residential – Urban 2) Zoning District, proposed for development with three-story multi-family residential building with 71 units and a small office space for a human services organization (see Legistar Item #[32436](#))

**Adopted Land Use Plan:** The Comprehensive Plan (2006) and Royster-Clark Special Area Plan (2009) recommend medium-density residential uses for this property.

**Zoning Summary:** TR-U2 (Traditional Residential – Urban 2) District.

Dimensional Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	80,142 sq. ft.
Lot Width	50'	Adequate
Front Yard Setback	0'	12'+
Side Yard Setback	6'	15' RS, 29' LS
Rear Yard	20'	Adequate
Maximum Lot Coverage	85%	TBD
Maximum Height	5 stories / 68'	3 stories
Usable Open Space	160 sq. ft. / unit = 12,800 sq. ft.	14,827 sq. ft.

Site Design		
Number parking stalls	1 per residential dwelling (80)	81 below grade, 15 surface (96)
Bike parking	1 per unit + 1 guest stall per 10 units (88)	74 interior, 16 surface (90)
Landscaping	Yes	Yes
Lighting	Yes	Yes
Accessible stalls	4 lower level w/ one van accessible	2, no van accessible
Loading	No	No
Building forms	Yes	Meets building forms
Other Critical Zoning Items: Utility easements, Barrier free (ILHR 69)		

Table Prepared by Patrick Anderson, Assistant Zoning Administrator

**Environmental Corridor Status:** The subject site is not located in a mapped environmental corridor.

**Public Utilities and Services:** This property is not currently served with urban utilities, although they are planned to be extended to the site in 2014 during the construction of Pinney Street and Royster Oaks Drive, prior to any construction on this site. Metro Routes 38 and 39 serve the property, with a stop on Cottage Grove Road just west of this site and a stop on Dempsey Road.

## Project Description

On a 1.81-acre vacant site, the applicant proposes to construct a three-story residential building with just over 85,150 square feet of floor area. Construction is scheduled to begin in the summer of 2014 for fall 2015 completion.

**Land Use –** The proposal is for two three-story multi-family residential building elements with a total of 80 dwelling units, which share a common underground parking area. On this 1.84-acre lot, the proposed density is 43 dwelling units per acre. The unit mix includes 6 efficiencies, 48 one-bedroom units, and 26 two-bedroom units, ranging in

size from 532 to 1,199 square feet. Units are intended to be market-rate. Each will have one bathroom per bedroom, laundry facilities, and a private balcony at least 5 ½ by 8 ½ feet in size.

**Building Placement and Massing** – The northern building is L-shaped, 102 feet in length parallel to Royster Oaks Drive, and 192 feet parallel to Pinney Street. The southern building is placed perpendicular to Royster Oaks Drive, with 74 feet along Royster Oaks Drive, and 202 feet deep. The flat-roofed buildings are approximately 42 feet tall from grade to the top of the parapet. The ground floor of the buildings is approximately 6 to 7 ½ feet above the level of the public sidewalk, with stairs leading up to individual entrances for ground floor units.

Between the building masses on the western portion of the site is a 28 foot wide paved patio area above the underground parking area. Within the central eastern portion of the property between the two buildings, a large courtyard serves as usable open space for residents, generally buffered from streets and parking areas.

**Access and Parking** – There are three automobile entrances into the site. The entrance into the 81-stall underground parking area is directly off Pinney Street near the midpoint of northern property line; a driveway leading from Royster Oaks Drive on the west side of the lot accommodates eight parallel parking stalls, and also provides access for the property adjacent to the south; and another driveway from Pinney Street running along the eastern edge of the property has parallel parking on both sides and is designed to be shared with future development on the lot to the east. The drive aisles with a total of 23 parallel parking stalls along the southern and eastern edges of the subject property constitute a functional private street within the greater Royster Corners site.

The underground parking area also includes 74 bicycle parking stalls, 18 of which are wall-hung; and an additional 16 bicycle-parking stalls are distributed outside of the buildings. There are two common residential entrances to each building located on the south side of the southern building, and the west and south sides of the northern building. In addition, there are 11 individual entrances to ground floor units facing the public streets, each with pedestrian access from the sidewalk. A sidewalk is provided from Royster Oaks Drive to the patio area and larger courtyard between the buildings. Additional sidewalks leading through the site are included along the southern and eastern edges of the buildings. Ground floor units facing the southern sidewalk also have individual entrances and walkway connections. Along the east side of the building, pedestrian connectivity is provided from Pinney Street all the way to Cottage Grove Road, in conjunction with the adjacent property to the south.

**Building Exterior and Landscaping** – Exterior building materials include a smooth stone base and light colored brick on the first and second levels of most of the building. Two colors of fiber cement siding are proposed on the upper level of the building, and this material is brought down to the first floor in some places. Finally, corrugated metal paneling is used on inset portions of the building.

The landscape plan includes ten canopy trees and 19 ornamental trees distributed around the perimeter of the building and in the courtyard area. Shrubs, evergreens, and perennial plantings are distributed around the foundation of the building.

## **Project Analysis and Conclusion**

**Land Use and Consistency with Adopted Plans** - With a proposed density of 43 units per acre and a three-story height, the proposed multi-family residential building is generally consistent with recommendations for medium-density residential uses in the Comprehensive Plan (2006) and the Royster-Clark Special Area Plan (2009), both of which recommend medium-density residential uses for this portion of the property. For this area,

the Royster-Clark Special Area Plan recommends residential densities of approximately 16-40 units per acre in townhouse buildings or multi-family buildings. The proposed development has a residential density of 43 units per acre, just above the upper end of this range, and staff believes that the proposed density meets the intent of the Plan for this area. Further, the proposed density meets the limitations approved by the Plan Commission and Common Council when this property was rezoned to the TR-U2 district earlier this year. At that time, the stipulation for rezoning the site to TR-U2 was that the development would adhere to the maximum density allowed in the TR-U1 district, which this project does.

While the range in unit sizes provided is much better than in many recent developments, staff has encouraged the applicant to consider inclusion of at least a few three-bedroom units in the project, as is recommended in the Plan, in order to diversify the types of households that can be accommodated within the apartments. Since the proposed apartment building across Royster Oaks Drive will include many three-bedroom units, this is not being recommended as a condition of approval, but would be a welcome change in the final plan sets submitted for staff review and approval.

While the Plan does not directly address building height and massing for this area, a picture of a three-story multi-family building is included in the Plan as an example of multifamily building design appropriate for this part of the site. In this case, staff believes that the flat roof will help this three-story building better relate to future single-family homes across Pinney Street to the north, and that the ground floor entrances to individual units will effectively break up the mass of the building along both Pinney Street and Royster Oaks Drive.

**Design Details** – The site meets basic standards of design, with buildings oriented to both public streets, shared access with other properties, adequate pedestrian connections into the buildings from the street, and usable open spaces. Staff would prefer to see the vehicle entrance to the underground parking area on the south side of the building closest to Cottage Grove Road, so as to minimize the interruption in the building exterior along Pinney Street and to more effectively discourage drivers from using Olbrich Avenue as a cut-through to and from Atwood Avenue. However, the applicant explored this option and concluded that grade differentials across the site favored the proposed location. If the applicant is able to successfully relocate this entrance in final plans submitted, staff would support the change.

Staff recommends that a secondary bicycle-friendly entrance/exit to the underground parking area be provided on the south side of the building so that people coming to or leaving the site by bicycle can easily access the building from the south, rather than only through the Pinney Street entrance. On the south side of the building, the southeastern entrance to the building and the elevator should be designed to accommodate bicycles. As a minor detail, staff recommends that the sidewalk leading from Royster Oaks Drive to the patio area between the buildings include easy accommodations for wheeling bicycles up to the patio, since short term bicycle parking is located here.

Staff is supportive of the overall palette of exterior materials, and appreciates the applicant's willingness to pursue a flat-roofed design, and to incorporate brick on the building in the most recent plan set before the Plan Commission for review. However, staff have a few recommendations for further work on the exterior of this building, which is the centerpiece of the Royster Corners site. First, staff recommends that brick be extended to the top of the building on each of the corners elements to strengthen their presence as bookends of the building. Brick should also be extended to the top of the stair tower elements, instead of stopping in the middle of a window and transitioning to corrugated metal. Once these changes are made, staff encourages the applicant to explore changes to the color palette to better complement the other proposed buildings. For instance, using a red brick would better relate to the proposed mixed use building immediately to the south, and once more brick is utilized on the building, one of the fiber cement colors could be altogether eliminated. Finally, in at least four instances on the east and west sides of the building, the stairs leading to ground floor

entrances appear to lead to a brick wall, as the entry door is placed perpendicular to the building face. The applicant should explore reorienting these doors, or providing windows in these areas if possible. The applicant can work with staff on these final design details prior to submitting final plans for review and approval.

Staff understands from discussions with the applicant that each unit is intended to have a wall-pack system for heat and air conditioning. These will be situated within walls perpendicular to the main building face within the balcony areas, so that they do not face the public streets. Finally, while the landscape plan for the site appears to meet all requirements, staff recommends that it be coordinated with the landscape plans for the other two sites proposed for development prior to the submittal of final plans.

**Conditional Use Standards** - Multifamily buildings with greater than eight units require conditional use approval in the TR-U2 District. In addition, since this site shares access with the property to the south, it is part of a planned multi-use site, which also requires conditional use review. In this case, staff believes that the standards for approval of conditional uses can be met, as noted below:

1. *The establishment, maintenance, or operation of the conditional use will not be detrimental to or endanger the public health, safety, or general welfare.*

Staff believes that this standard can be met.

2. *The City is able to provide municipal services to the property where the conditional use is proposed, given due consideration of the cost of providing these services.*

Staff believes that this standard can be met, so long as the associated revised Royster Corners Plat is recorded and implemented.

3. *The uses, values, and enjoyment of other property in the neighborhood for purposes already established will not be substantially impaired or diminished in any foreseeable manner.*

Staff believes that this standard is met.

4. *The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.*

Staff believes that this standard can be met. The site is well-planned to share access driveways and parking with adjacent properties to the south and east, while allowing for a variety of potential development scenarios for the area to the east, which is planned for employment uses.

5. *Adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit, and other necessary site improvements have been or are being provided.*

Staff believes that this standard can be met, so long as conditions related to bicycle circulation, drainage, and fire safety are adequately addressed.

6. *Measures, which may include transportation demand management (TDM) and participation in a transportation management association have been or will be taken to provide adequate ingress and egress, including all off-site improvements, so designed as to minimize traffic congestion and to ensure public safety and adequate traffic flow, both on-site and on the public streets.*

Staff believes that this standard is met.

7. *The conditional use conforms to all applicable regulations of the district in which it is located.*

Staff believes that this standard can be met.

9. *When applying the above standards to any new construction of a building or an addition to an existing building, the Plan Commission:*
- a. *Shall bear in mind the statement of purpose for the zoning district, and*
  - b. *May require the applicant to submit plans to the Urban Design Commission for comment and recommendation*

Staff believes that "a" above can be met. The Statement of Purpose for the Traditional Residential - Urban Districts reads as follows:

*MGO 28.049(1)*

*The TR-U Districts are established to stabilize and protect and encourage the essential characteristics of high-density residential areas and to accommodate a full range of life-cycle housing. The districts are also intended to:*

- a) *Ensure that new buildings and additions to existing buildings are designed with sensitivity to their context in terms of building placement, facade width, height and proportions, garage and driveway placement, landscaping, and similar design features.*
- b) *Promote the preservation of historic buildings and districts within or close to concentrations of high-density housing.*
- c) *Maintain and improve the viability of existing housing of all types, while providing for updating of older housing in a context-sensitive manner.*
- d) *Encourage restoration of single-family dwellings previously converted to multi-family units back to single- or two-family dwellings.*
- e) *Maintain or increase compatibility between residential and other allowed uses, and between different housing types, where permitted, by maintaining consistent building orientation and parking placement and screening*
- f) *Facilitate the preservation, development or redevelopment goals of the comprehensive plan and of adopted neighborhood, corridor or special area plans.*

[Standards 8 and 10-15 do not apply to this request]

**Conclusion** - Staff finds that the proposed three-story building is consistent with the Royster-Clark Special Area Plan (2009), which recommends medium-density residential uses for this portion of the Royster Corners site. Further, staff finds that the proposal can meet the conditional use standards for a building with over 8 units in the TR-U2 District, and for a planned multi-use site. The proposed building and on-site amenities are well designed as part of the centerpiece of the Royster Corners development, and design details can be improved prior to the submittal of final plans. The residential units will provide a new housing opportunity in this area, within walking distance of existing and planned commercial and civic uses, and well-served by the Capital City Trail. The multi-family buildings will also help to support commercial development elsewhere on the site and catalyze further investment in the surrounding area.

## Recommendation

### Planning Division Recommendation (Contact Heather Stouder, 266-5974)

Planning Division staff recommends that the Plan Commission find that the conditional use standards can be met and **approve** the proposed multi-family building as part of a planned multi-use site. This recommendation is subject to input at the public hearing and recommended conditions of approval from city agencies.

### **Recommended Conditions of Approval**

Major/Non-Standard Conditions are Shaded

### Planning Division (Contact Heather Stouder, 266-5974)

1. Final plans submitted for staff review and approval shall include a management plan for the property to include operational details such as trash and snow removal, and shared parking arrangements with the adjoining properties.
2. Final plans submitted for staff review and approval shall incorporate additional bicycle accommodations, including a ramp for bicycles along the private sidewalk linking from Royster Oaks Drive to the patio between the buildings and a second bicycle-friendly route to the underground parking area from the south side of the building. To meet this condition, the applicant may demonstrate that the entrance to the building and the elevator are properly designed to accommodate bicycles.
3. Prior to submitting final plans, the applicant shall work with staff to explore the following changes to the building exterior:
  - a) Extension of brick to the top of the building on the corner elements, and replacement of blonde brick with red brick to match the mixed-use building to the south.
  - b) Simplification of the palette of materials by removing one color of fiber cement siding from the building
  - c) Reorientation of entry doors or incorporation of windows in areas on the east and west building elevations where exterior stairs appear to lead to a brick wall
4. Prior to the final submittal for staff review and approval, the applicant shall coordinate any revisions to this landscape plan with the landscape plans on the other two sites proposed for development at this time. The final submittal shall include a coordinated landscape plan including all three sites, for review by staff.
5. Any HVAC systems visible on the exterior of the building shall not face the public streets.

### Zoning Administrator (Contact Pat Anderson, 266-5978)

6. Pursuant to section 28.137(2)(a), a planned multi-use site shall have a plan and reciprocal land use agreement approved by the Traffic Engineer, City Engineer and Director of Planning and Community and Economic Development recorded in the office of the Dane County Register of Deeds.
7. Provide a minimum of 88 bike parking stalls for the residential component of the project. Bike parking shall be located in a safe and convenient location on an impervious surface subject to section 28.141(11) to be shown on the final plan. Provide a detail of the proposed bike rack.
8. Pursuant to Sec. 28.142(3) Landscape Plan and Design Standards: Landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.

9. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31 Sign Codes. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.
10. Parking requirements for persons with disabilities must comply with Sec. 28.141(4)(e). Final plans shall show the required accessible stalls, including van accessible stalls.
11. Provide details on calculations lot coverage as defined in Section 28.211.
12. Provide detail on the usable open space as defined in Section 28.211 that complies with Section 28.140 on the final plan sets.

**City Engineering Division** (Contact Janet Dailey, 261-9688)

13. Modify the site plans to reflect the current proposed street names and lot numbers for the Royster Corners Plat.
14. This Lot (Lot 5 of proposed Royster Corners) provides primary access for Lot 4 adjacent to the south. Also, Lots 2 and 3 to the east will have access rights over and across this Lot. A Common Access Easement/Agreement between Lots 2, 3, 4 and 5 of the proposed plat of Royster Corners shall be drafted, executed and recorded prior to plan sign off.
15. Lots 1-5 of the proposed Royster Corners plat appear to be dependent on each other for overland and subsurface stormwater drainage. A private Storm Sewer/Drainage Easement/Agreement for all lots with shared drainage shall be drafted, executed and recorded prior to plan sign off.
16. The final plat of Royster Corners shall be recorded prior to issuance of any building permit(s).
17. Applicant shall confirm elevations of sanitary sewer on City issued plans prior to setting final building foundation elevations. Sanitary sewer elevations on lot plan will be required to match the City issued utility plans.
18. More detail on how the ramp to the underground parking will be drained and prevent flooding of this parking is required.
19. The interior streets and infrastructure for the Royster Corners Plat is proposed to be constructed by a public works contract administered by the City in 2014. The Applicant and his/her contractor shall coordinate and agree to work cooperatively with the City during the construction of the public infrastructure. Furthermore, the Applicant understands that the City shall have easement rights for grading and construction over all the lots within the proposed plat until such time as the public works construction is completed.
20. Any damage to the public infrastructure including sidewalk, curb and gutter, street, pavement, and public utilities resulting from the construction of this development shall be the Applicant's responsibility to repair.
21. The Engineering Division will coordinate the design of the streets and public infrastructure for the public right of way adjacent to this project. The site plans will not be signed off until the final design plans for street, sidewalk and public utilities are completed. The site plans shall be modified to reflect the design grades and layout as provided by City Engineering.
22. The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
23. The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.



24. Submit a PDF of all floor plans to [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) so that a preliminary interior addressing plan can be developed. 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.
25. The site plan shall include a full and complete legal description of the site or property being subjected to this application.
26. All work in the public right-of-way shall be performed by a City licensed contractor (MGO 16.23(9)(c)5) and MGO 23.01).
27. The applicant shall demonstrate compliance with MGO Section 37.07 and 37.08 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 7.5-tons per acre per year.
28. Effective January 1, 2010, The Department of Commerce's authority to permit commercial sites, with over one (1) acre of disturbance, for stormwater management and erosion control has been transferred to the Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City of Madison has been required by the WDNR to continue to review projects for compliance with NR216 and NR-151 but a separate permit submittal is now required to the WDNR for this work as well. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process.

As this site is greater than one (1) acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the Wisconsin Department of Natural Resources, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constformsinfo.htm> (NOTIFICATION).

29. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to 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 MGO Chapter 37.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

30. The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement (POLICY).
31. The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number:
  - 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) All Underlying Lot lines or parcel lines if unplatted
- g) Lot numbers or the words "unplatted"
- h) Lot/Plat dimensions
- i) Street names

All other levels (contours, elevations, etc) are not to be included with this file submittal.

NOTE: Email file transmissions preferred [zenchenko@cityofmadison.com](mailto:zenchenko@cityofmadison.com). Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file (POLICY and MGO 37.09(2) & 37.05(4)).

32. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). 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) Lot lines and right-of-way lines
- e) Street names
- f) Stormwater Management Facilities
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans)

33. The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work (MGO 10.05(6)) and MGO 35.02(4)(c)(2). This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

34. All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc. shall be shown on the plan (POLICY).

35. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction MGO 37.05(7). This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

36. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's/Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff (MGO 16.23(9)(d)(4)).

37. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service (POLICY).

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

38. 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.

39. 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.
40. 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.
41. All parking facility design shall conform to MGO standards, as set in Section 10.08(6).

**Parks Division** (Contact Kay Rutledge, 266-4714)

42. The developer shall pay approximately \$188,272.00 for park dedication and development fees for the new 80 MF units proposed on Lot 5 (formerly Lot 3) of the revised Royster Corners Plat. The park dedication requirement for a multi-family unit equals 700 square feet per dwelling unit. The fee in lieu of parkland dedication for multi-family units is \$1,708.00 per unit in 2013. The park development fee for a multi-family unit in 2013 is \$645.40 per dwelling unit. Park impact fees are adjusted on January 1 of each calendar year, and the park impact fees due at the time of building permit issuance may be higher than the amounts stated above to reflect these annual adjustments.
43. The developer must select a method for payment of park fees before signoff on the conditional use. This development is within the Olbrich park impact fee district (SI25). Please reference ID# 13123.2 when contacting Parks Division staff about this project.
44. Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

**Water Utility** (Contact Dennis Cawley, 266-4651)

45. This property is not in a wellhead protection district. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

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

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| 46. The aerial apparatus lanes proposed are not sufficient. Additional aerial lanes shall be provided. |
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