



PREPARED FOR THE PLAN COMMISSION

Project Address: 2150 Marty Road – Lots 218 of the future *Midpoint Meadows* subdivision
Application Type: Conditional Use–Residential Building Complex
Legistar File ID # [85652](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted

Summary

Applicant: Dan Brinkman, DSI Real Estate Group; 708 River Place; Madison.

Contact Person: Brian Munson; Vandewalle & Associates; 120 E Lakeside Street; Madison.

Property Owner: Meadow Investors, LLC; 708 River Place; Madison.

Requested Actions: Consideration of a conditional use in the TR-P (Traditional Residential-Planned) District for a residential building complex; and consideration of a conditional use in the TR-P District for outdoor recreation, all to allow construction of a residential building complex containing 228 apartments in six buildings with a clubhouse and outdoor pool on Lot 218 of the future *Midpoint Meadows* subdivision on land generally located at 2150 Marty Road.

Proposal Summary: The applicant is requesting approval of a residential building complex to develop 228 apartments in six three-story buildings with a standalone clubhouse and outdoor pool to be located on Lot 218 of the approved but unrecorded *Midpoint Meadows* subdivision. The 228 units will consist of 42 studio units, 124 one-bedroom units, and 62 two-bedroom units. Parking for the complex will be provided in 378 automobile stalls, including 210 underground stalls and 168 surface stalls spread across the interior of the site, and in 263 bicycle stalls (228 indoor and 35 outdoor). The clubhouse, pool, and sport courts will be located at the center of the site. The applicant wishes to commence construction of the multi-family development in spring 2025, with completion of the complex scheduled in 2026.

Applicable Regulations & Standards: Table 28C-1 in Section 28.032(1) of the Zoning Code identifies multi-family dwellings with 37-60 units as permitted uses in TR-P (Traditional Residential–Planned District) zoning, while residential building complexes are identified as conditional uses, and outdoor recreation as conditional accessory uses. Residential building complexes and outdoor recreation are subject to supplemental regulations in Section 28.151. Section 28.183 provides the process and standards for the approval of conditional use permits. Review by the Urban Design Commission of the residential building complex is required per Section 33.24(4)(c) of the Urban Design Commission ordinance.

Review Required By: Urban Design Commission and Plan Commission

Summary Recommendation: If the Plan Commission can find the standards for conditional uses are met, the Planning Division recommends that it **approve** construction of a residential building complex with accessory outdoor recreation on Lot 218 of the future *Midpoint Meadows* on land generally located at 2150 Marty Road subject to input at the public hearing, the conditions recommended by the Urban Design Commission, and the conditions from reviewing agencies beginning on **page 9**.

Background Information

Parcel Location: Approximately 7.2 acres of land generally located on the parcel addressed as 2150 Marty Road on the east side of future extended S High Point Road between future realigned Raymond Road and Stones Throw Drive. High Point and Stones Throw will be constructed as part of the implementation of the first phases of the Midpoint Meadows development, while the realignment of Raymond Road will be constructed by the City as a public works project (currently planned for 2030). The subject site is located in Alder District 1 (Duncan) and the Verona Area School District (portions will be annexed to the Madison Metropolitan School District per an agreement between the two school districts).

Existing Conditions and Land Use: Undeveloped land, zoned TR-P (Traditional Residential–Planned District).

Surrounding Land Uses: Once platted, Lot 218 will be situated near the center of the Midpoint Meadows development, which will extend approximately three-quarters of a mile along existing Mid Town Road from S Gammon Road and Carns Drive. The closest existing land uses to the proposed apartment complex include Hickory Hill Academy and Province Hill Apartments, which are located on the north side of existing Mid Town Road east of S High Point Road. Three single-family residences located in the Town of Verona on the west side of Marty Road will be located east of the proposed complex, while lands to the south of the subdivision are developed with single-family residences on parcels mostly located in the Town of Verona on the north side of existing Raymond Road. Lands immediately west of the complex will be developed with new single- and two-family residences in the Midpoint Meadows development, with single-family residences also planned across Stones Throw Drive from the southern edge of the proposed apartment complex. Land located between the northern edge of the complex and realigned Raymond Road and the northern plat limits at Midtown Road will be undeveloped pending platting of that land in a future phase of Midpoint Meadows.

Adopted Land Use Plan: The 2017 [High Point-Raymond Neighborhood Development Plan](#) generally recommends the subject site for development in the Residential Housing Mix (HM) 3 and HM4 categories, with potential mixed-use development also recommended at the southeastern corner of S High Point Road and realigned Midtown-Raymond Roads.

The 2023 [Comprehensive Plan](#) generally recommends Medium Residential (MR) for the site of the proposed apartment complex.

Zoning Summary: The project will be developed in the TR-U2 (Traditional Residential–Urban 2 District).

Requirements	Required	Proposed
Lot Area (sq. ft.)	600/unit = 136,800	312,209 sq. ft.
Lot Width	50'	800'
Minimum Front Yard Setback	15'	15' (S High Point Road)
Maximum Front Yard Setback	30'	
Side Yard Setbacks	10'	16' (Raymond Road) 15' (Stones Throw Drive)
Rear Yard	20'	48.5' (from eastern property line)
Maximum Lot Coverage	75%	64%
Useable Open Space	N/A in TR-P	76,116 sq. ft.

Requirements	Required	Proposed
Minimum Building Height	6 stories/ 78 feet	(See Zoning Conditions)
Auto Parking	1 per dwelling unit (228 total)	210 surface stalls, 168 garage stalls (378 total)
Electric Vehicle (EV) Stalls	EV Ready: 38	38
Accessible Stalls	8	13
Bike Parking	1 per unit up to two-bedrooms, half-space per add. bedroom (228); 1 guest space per 10 units (23) (251 total)	263
Loading	None	0
Building Forms	Large Multi-Family Building	(See Conditions)
Other Critical Zoning Items		
Yes:	Urban Design (Residential Building Complex), Utility Easements	
No:	Barrier Free, Floodplain, Wellhead Protection, Landmarks, Waterfront Development, Adjacent to Park; Transit-Oriented Development (TOD) Overlay	
<i>Prepared by: Jacob Moskowitz, Assistant Zoning Administrator</i>		

Environmental Corridor Status: The subject site is not located in a mapped environmental corridor. An outlot to be dedicated to the City for stormwater management adjacent to the east side of the subject site is located in a mapped corridor.

Public Utilities and Services: The subject site and larger Midpoint Meadows development are located in the Central Urban Service Area and will be served by a full range of urban services as they develop. Metro Transit has indicated that it cannot currently serve the proposed subdivision, with the nearest bus stops located either west of the site at Waldorf Boulevard and Mid Town Road (Route 55), or east at the intersection of Raymond and Muir Field Roads (Route E).

Previous Approvals

On February 13, 2024, the Common Council approved a request to rezone 2150 Marty Road, 7751 Mid Town Road, and 7342-7762 Raymond Road from Temporary A (Agricultural District) to [Permanent] A, CC-T (Commercial Corridor–Transitional District) and TR-P (Traditional Residential–Planned District); and approved the preliminary plat of *Midpoint Meadows*, creating 148 lots for future single-family residences, 96 lots for 48 two-family dwellings–twin homes, two lots for future multi-family development, one lot for future mixed-use development, five outlots for public alleys, two outlots to be dedicated to the public for stormwater management, and five outlots for private open space and future development.

On May 21, 2024, the Common Council approved the revised preliminary plat of *Midpoint Meadows* to create 151 lots for future single-family detached residences, 98 lots for 49 two-family dwellings–twin homes, two lots for future multi-family development, one lot for future mixed-use/commercial development, one outlot for a private alley, two outlots to be dedicated to the public for stormwater management, and two outlots for future development.

Also on May 21, the Common Council approved the final plat of *Midpoint Meadows*, creating the 151 single-family lots, 98 lots for the two-family twin dwellings, one lot for multi-family development, three outlots for future development, the alley outlot, and the two outlots for public stormwater management. Recording of the final plat is pending.

Supplemental Regulations

Residential building complexes, which are defined as “a group of two or more residential buildings on a single parcel or tract of land, developed under single ownership and common management” are conditional uses in the TR-U2 zoning district and are subject to the following supplemental regulations in Section 28.151 of the Zoning Code (as applicable):

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

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

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

Project Description

The applicants are requesting approval of a conditional use for a residential building complex that will contain 228 apartment units to be located in six three-story buildings around the perimeter of a 7.2-acre parcel at the southeastern corner of the future intersection of extended S High Point Road and Raymond Road in the *Midpoint Meadows* development. In addition to the proposed apartment buildings located along the perimeter of the site, the complex will have a central clubhouse, sport courts, and an outdoor pool; the courts and pool require conditional use approval as outdoor recreation.

The site is Lot 218 of the approved but unrecorded *Midpoint Meadows* final plat. The proposed lot will be bounded on the west by S High Point Road, on the south by Stones Throw Drive (a local street in the proposed subdivision), and on the north by Raymond Road, which is planned to be realigned to connect to Mid Town Road at High Point as part of the public improvements associated with the plat. The easternmost edge of the residential building complex will abut an outlot to be dedicated to the City for stormwater management. The future lot is characterized by significant grade change from west to east, particularly along the future frontage of Raymond Road, where roughly 50 feet of grade change will occur. Along the southern edge of the site adjacent to Stones Throw Drive, 30 feet of grade change will occur.

Beginning at the southwestern corner of the site at S High Point Road and Stones Throw Drive and moving clockwise around the site, the six buildings comprising the residential building complex are:

- **Building 1** will be an L-shaped, 43-unit building. Units on the first floor facing S High Point Road will have direct entrances from the public sidewalk, as will two of the units facing towards Stones Throw Drive. Access to the underground parking beneath the footprint of the building will be from the eastern wall and a driveway from Stones Throw. Building 1 will primarily be three stories tall with the exceptions of step-downs to two stories at the northern and eastern ends of the building.
- **Building 2** will be face High Point and contain 32 units. Access to the parking level below the building will be located along the southern façade from a driveway entering the site from S High Point Road. Building 2 will also be primarily three stories tall but will include step-downs to two stories at the northern and southern ends of the building.
- **Building 3** will be an L-shaped 40-unit building located adjacent to the High Point-Raymond intersection. Most of the first floor units facing High Point and Raymond will have direct entrances from the public sidewalks. Access to the parking beneath Building 3 will be located along the eastern façade. With the exception of a step-down at the southern end, Building 3 will be three stories tall.
- Moving east along Raymond Road, **Building 4** and **Building 5** will be full three-story buildings (no step-downs) each containing 35 units. A secondary entrance and two units at the northwestern corner of each building will have direct access from the public sidewalk, with the rest of the first floors to be elevated above the sidewalk. Access to the parking beneath the buildings will be located along the eastern façades.
- **Building 6** will be an L-shaped, 43-unit building located in the southeasterly corner of the site east of Building 1. Due to the grades in that corner of the property, the applicants propose a substantial retaining wall along the southern and eastern walls of the building. Access to the parking level below the building will be on the northern side of the structure. Building 6 will primarily be three stories tall with the exceptions of step-downs to two stories at the northern and western ends of the building.

- The **clubhouse** will be a 5,988 square-foot building located near the center of the site, which will have a full first floor and partially exposed lower level. The proposed sport courts will be north of the clubhouse, with the pool and deck located to its east. Plans for the clubhouse indicate that it will include a community room, management offices, personal meeting rooms, a lounge, and tenant exercise spaces.

To illustrate the grades present particularly along the northern edge of the site, the first floor of Building 3 will be approximately one story above the first floor elevation of Building 4, which will be one story above the first floor elevation of Building 5. Each of the six buildings will have lobbies that face toward the interior parking lots and open spaces.

In all, the 228 apartments will include 42 studio units, 124 one-bedroom units, and 62 two-bedroom units. Parking for the complex will be provided in 378 automobile stalls, including 210 underground stalls and 168 surface stalls spread across the interior of the site, and in 228 indoor and 35 outdoor bicycle stalls (263 total). A parking ratio of 1.65 automobile stalls per dwelling unit is proposed for the development per the letter of intent (the ratio is 1.3 to 1 based on the 290 bedrooms in the complex).

Analysis

Residential building complexes and outdoor recreation are conditional uses in the TR-P zoning district.

Consistency with Adopted Plans

The subject site is located within the boundaries of the High Point-Raymond Neighborhood Development Plan, which was first adopted in 1997 and amended in 2017 to provide detailed land use, utility/service, design, and transportation recommendations for the area of the existing and future City roughly bounded by S Pleasant View Road/ CTH M on the west, Elver Park on the east, McKee Road/CTH PD on the south, and Valley View Road on the north.

One of the key recommendations of the High Point-Raymond Neighborhood Development Plan is the realignment of Raymond Road east of S Gammon Road to the northwest to connect to Mid Town Road at S High Point Road, as well as for the completion of High Point as a collector street from its current termini north and south of the Midpoint Meadows development. Three of the four corners of the future Mid Town-Raymond/High Point Road intersection are recommended for development in the Residential Housing Mix (HM) 4 category. HM4 is the highest density residential district in the neighborhood development plan and is recommended to be located near larger mixed-use nodes and transit corridors. Most development in HM4 is recommended to be multi-unit apartment buildings up to 50 dwelling units per acre. Buildings up to four stories in height with relatively high lot coverage are recommended in this category. Corresponding with the HM4 recommendation in the neighborhood development plan, the four corners of the future intersection are recommended for Medium Residential (MR) in the 2023 Comprehensive Plan.

The parcels located at the northeastern and southeastern corners of the future intersection also have a “potential mixed-use” overlay in the neighborhood development plan, where Neighborhood Mixed-Use (NMU) development is *encouraged* but not required. Commercial development within the NMU category is intended to accommodate neighborhood-oriented businesses providing goods and services to nearby residents. Residential uses are encouraged and anticipated as part of NMU areas to add vibrancy to these districts, with residential uses above ground floor commercial uses encouraged at “appropriate” locations.

Lot 218 was approved for 237 multi-family units on the master plan approved concurrent with its rezoning to TR-P earlier this year. The density of development approved for the subject lot was found to be consistent with the HM4 and MR recommendations in the adopted plans. While a “neighborhood commercial” site was approved north of the site across future Raymond Road, no mixed-use development is contemplated for Lot 218.

The Planning Division believes that the Plan Commission may find that the residential building complex proposed for Lot 218 is consistent with the density approved TR-P master plan and with the recommendations in the High Point-Raymond Neighborhood Development Plan and Comprehensive Plan.

Consistency with the Conditional Use Standards and Review by the Urban Design Commission

Similarly, the Plan Commission may not approve an application for a conditional use unless it can find that all the standards found in Section 28.183(6)(a), Approval Standards for Conditional Uses, are met. That section states: “The City Plan Commission shall not approve a conditional use without due consideration of the recommendations in the City of Madison Comprehensive Plan and any applicable, neighborhood, neighborhood development, or special area plan, including design guidelines adopted as supplements to these plans. No application for a conditional use shall be granted by the Plan Commission unless it finds that all of the [standards for approval in Section 28.183(6) are met].”

The Planning Division generally believes that the Plan Commission may find that the conditional use standards and supplemental regulations met are met to allow construction of the residential building complex subject to the conditions. Staff also feels that the sport courts and pool can meet the standards and supplemental regulations for outdoor recreation. The uses, values and enjoyment of other property in the neighborhood for purposes already established should not be substantially impaired or diminished in any foreseeable manner by the project, which will be located near the center of the *Midpoint Meadow* subdivision and surrounded by other uses in the new development. Staff feels that the proposed residential building complex generally reflects the character of development generally recommended in adopted plans, and comments submitted by reviewing agencies do not suggest that the proposed development will negatively impact the City’s ability to provide services to the project subject to meeting the recommended conditions of approval in the final section of this report.

Section 28.151 of the Zoning Code requires that any residential building complex be reviewed by the Urban Design Commission pursuant to MGO Section 33.24(4)(c), which stipulates that the Urban Design Commission review the exterior design and appearance of all principal buildings or structures and the landscape plans of all proposed residential building complexes and report its findings and recommendations to the Plan Commission.

The Urban Design Commission reviewed the residential building complex at its November 20, 2024 meeting and made an advisory recommendation to the Plan Commission to approve the proposed complex subject to the design conditions and comments below. The motion to recommend approval passed on a unanimous 5-0 vote. A draft report of the Urban Design Commission’s review of the development is attached to the conditional use file.

During its review, members of the Urban Design Commission were critical of aspects of the design of the complex. As noted in the draft report, members of the Commission felt that the design of the complex may be too suburban in nature, that too much of the site was devoted to surface parking, and that more needed to be done to orient the project to the surrounding streets.

The Urban Design Commission included the following conditions with its advisory recommendation to approve:

- The application shall return to the Urban Design Commission for final approval to resolve the details in the points that follow.
- Overall, the Urban Design Commission recommended that the proposed massing and building composition is lacking a variety in its massing and roof structures that are appropriate for an urban design aesthetic. The building design and massing shall be refined to better respond to the site grading and provide a better transition across the site, as well as locating mass in more appropriate locations.
- The landscape plan shall be revised to increase the shade tree coverage in the parking areas.
- The retaining wall around Building 6 shall be redesigned to be terraced to minimize the blank walls along the street and provide a more pedestrian scale, and incorporate landscape.
- The site plan shall be revised to provide an enhanced pedestrian connection along Raymond Road between Buildings 3 and 4, similar to the enhanced pedestrian connection between Buildings 2 and 3.
- The landscape plan shall be revised to: incorporate ornamental scale trees to anchor the building corners; within the central amenity space the planting plan should be reorganized to create drifts, groupings or massing of plants versus singular linear planting beds; to reflect hardwood mulch versus stone mulch.

Similarly, conditional use standard 8 states that *“When applying the above standards to any new construction of a building or an addition to an existing building the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district.”*

Per its statement of purpose, the TR-P District is *“established to encourage the development of new traditional neighborhoods...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.”* Goals of the TR-P district outlined in Section 28.053 of the Zoning Code include reducing the public costs by making more efficient use of infrastructure protecting the environment through reduced land consumption, preservation of on-site environmental features, and reduced automobile travel, and fostering community through attractive streets and public spaces that create opportunities for encounters and gatherings.

In order for the Plan Commission to find that conditional use standard 8 is met and for the design-related concerns identified by the Urban Design Commission to be addressed consistent with standard 8, Planning staff believes that it would be appropriate for the residential building complex to be reviewed by the Urban Design Commission prior to final plan approval and issuance of building permits to determine if the concerns they identified have been satisfactorily addressed.

Conclusion

The applicants are requesting approval of a conditional use for a residential building complex on future Lot 218 of the Midpoint Meadows subdivision at the southeastern corner of S High Point and Raymond Roads to be developed with 228 apartment units in six buildings arrayed around the perimeter of the 7.2-acre property. The site was approved for 237 units on the master plan that accompanied the rezoning of most of the future subdivision to TR-P in February 2024. In addition to the conditional use for the residential building complex, the

project also requires approval of a conditional use for outdoor recreation for the sport courts and pool that will be located near the center of the development.

The Planning Division believes that the proposed complex is consistent with the TR-P master plan and that the type and density of development is consistent with the residential land uses recommended for the site by the High Point-Raymond Neighborhood Development Plan and Comprehensive Plan. Further, staff generally believes that the Plan Commission may find that the project can meet the standards for conditional use approval, though it should carefully consider whether the project creates an environment of sustained aesthetic desirability consistent with standard 8 given due consideration of the Urban Design Commission’s advisory recommendation granted on November 20. While the Urban Design Commission recommended approval of the complex to the Plan Commission, members of that body were critical of elements of the project and asked that the final design of the project be returned to them to give final approval. Staff believes that it would be appropriate for the Plan Commission to delegate final approval the residential building complex to the Urban Design Commission to determine if the concerns they identified have been satisfactorily addressed.

Recommendation

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

If the Plan Commission can find the standards for conditional uses are met, the Planning Division recommends that it **approve** construction of a residential building complex with accessory outdoor recreation on Lot 218 of the future *Midpoint Meadows* on land generally located at 2150 Marty Road subject to input at the public hearing, the conditions recommended by the Urban Design Commission, and the conditions from reviewing agencies that follow.

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

Urban Design Commission

1. The residential building complex shall return to the Urban Design Commission for **final approval** to resolve the details in the following conditions identified as part of the Commission’s recommendation to approve the project on November 20, 2024. In the event that the Urban Design Commission cannot find that its concerns are satisfactorily addressed, or if the applicant wishes to appeal the Urban Design Commission’s decision, an application shall be made to the Plan Commission for approval of a conditional use alteration so that the final design of the complex may be approved.
2. Consistent with the comments by members of the Urban Design Commission regarding the proposed massing and building composition and urban design aesthetic, the building design and massing shall be refined to better respond to the site grading and provide a better transition across the site, as well as locating mass in more appropriate locations.
3. The landscape plan shall be revised to increase the shade tree coverage in the parking areas.
4. The retaining wall around Building 6 shall be redesigned to be terraced to minimize the blank walls along the street and provide a more pedestrian scale, and incorporate landscape.

5. The site plan shall be revised to provide an enhanced pedestrian connection along Raymond Road between Buildings 3 and 4, similar to the enhanced pedestrian connection between Buildings 2 and 3.
6. The landscape plan shall be revised to: incorporate ornamental scale trees to anchor the building corners; within the central amenity space the planting plan should be reorganized to create drifts, groupings or massing of plants versus singular linear planting beds; to reflect hardwood mulch versus stone mulch.

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

City Engineering Division (Contact Tim Troester, (608) 267-1995)

7. The applicant shall confirm the elevation and location of the sanitary sewer in Stones Throw Drive as designed for the Midpoint Meadows Phase 1 Plat, City project #15331, Contract #9538 with planned connections for the development.
8. The applicant shall connect to or extend public storm sewer connecting directly to a public storm structure that is either in the public sidewalk or terrace area, or inlet at the curb on the side of the street, adjacent to the development. Any storm lateral extension crossing any lanes of traffic or running longitudinally within a public street right of way for over 20 feet, in order to connect to the public system, shall be considered a private storm sewer lateral and will require an approved and recorded privilege in streets agreement.
9. This development is subject to impact fees for the Upper Badger Mill Creek Stormwater Impact Fee District. All impact fees are due and payable at the time building permits are issued per MGO Chapter 20. Add the following note on the face of the plans: "Lots / buildings within this development are subject to impact fees that are due and payable at the time building permit(s) are issued."
10. Madison Metropolitan Sewerage District (MMSD) charges are due and payable prior to Engineering 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 sign-off.
11. An Erosion Control Permit is required for this project.
12. A Storm Water Management Report and Storm Water Management Permit is required for this project.
13. A Storm Water Maintenance Agreement (SWMA) is required for this project.
14. 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 (608) 273-5612 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.
15. Public improvements are required per the developer agreement for the Midpoint Meadows plat.

16. Show future sidewalk grades on Raymond Road and S High Point Road and how the site grades tie into them. Obtain profiles from the City Engineering Division.
17. Revise the site plan 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.
18. Revise the plans to show a proposed private internal drainage system on the site. Include the depths and locations of structures and the type of pipe to be used.
19. The proposed development proposes to construct underground parking. The proposed entrance to the underground parking is adjacent to a street low point. The applicant shall provide at a minimum of one (1) foot of rise from the adjacent back of walk in the driveway before breaking grade to the down ramp to the underground parking to protect the underground parking from inundation. The stated elevation is intended to be protective but does not guarantee a floodproof structure. The developer/owner are strongly encouraged to complete their own calculations and determine an elevation that protects their property to a level of service that they are comfortable with.
20. Provide additional detail how the enclosed depression(s) created by the parking entrance(s) to the below building parking area(s) is/are served for drainage purposes. The building must be protected from receiving runoff up through the 100-yr design storm that is current in MGO Chapter 37. 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.
21. This project will disturb 20,000 square feet or more of land area and require an Erosion Control Plan. Please submit an 11 x 17-inch copy of an erosion control plan (PDF electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.
22. 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.
23. This project will require a concrete management plan and a construction dewatering plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. If contaminated soil or groundwater conditions exist on or adjacent to this project additional Wisconsin Department of Natural Resources (WDNR), Madison-Dane County Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit.
24. This project appears to require fire system testing that can result in significant amounts of water to be discharged to the project grade. The Contractor shall coordinate this testing with the erosion control measures and notify the City Engineering Division at 266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.

25. 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.
26. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to the City Engineering Division. The Storm Water Management Plan & Report shall include compliance with the following:
- 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.
- Treat the first half-inch of runoff over the proposed parking facility and/or drive up window.
- 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.
27. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the City Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

City Engineering Division – Mapping Section (Contact Julius Smith, (608) 264-9276)

28. Current site plan relies on public stormwater lands to be dedicated in forthcoming plat for TSS, infiltration and detention. Work with City Engineering on this proposed interdependent design and its acceptance. Additional plat notes and agreements may be needed for this use.
29. Coordinate and request from the utility companies serving this area the easements required to serve this development.
30. Confirm and coordinate with the utility companies serving this area that proposed stairs and retaining walls shown within the limits of the proposed 12-foot public utility easement per the pending plat will be allowed along Stones Throw Drive.
31. Show the proposed 12-foot public utility easement being set forth with the proposed subdivision around Lot 218 on the site plan.

32. Confirm and coordinate with the utility companies serving this area that proposed large plantings/ trees shown within the limits of the proposed 12-foot public utility easement per the pending plat will be allowed as shown in the landscape plans.
33. The pending Plat application for this property shall be completed and recorded with the Dane County Register of Deeds, the new parcel data created by the Assessor's Office and the parcel data available to zoning and building inspection staff prior to issuance of building permits for new construction.
34. Submit a site plan and a complete set of building floorplans (for each individual building) in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floor plan of each floor level on a separate sheet/ page for the development of an interior and building addressing plan for the proposed multi-building complex. Each building page should include a key locator and north arrow. Also, include a unit floor matrix for the apartment buildings.

The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) **prior** to the Verification submittal stage of this conditional use with Zoning. The final approved stamped Addressing Plan shall be included in said Site Plan Verification application materials or a revised plan shall provided for additional review and approval by Engineering.

Per MGO Section 34.505, a full copy of the approved Addressing Plan shall be kept at the building site at all times during construction until final inspection by the Madison Fire Department.

For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Addressing Plan shall be resubmitted to Lori Zenchenko to review addresses that may need to be changed and/or reapproved.

Traffic Engineering Division (Contact Luke Peters, (608) 266-6543)

35. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; vision triangles; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including two (2) feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
36. 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.
37. 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.
38. All parking facility design shall conform to the standards in MGO Section 10.08(6).
39. All bicycle parking adjacent pedestrian walkways shall have a two-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.

40. All pedestrian walkways adjacent parking stalls shall be seven (7) feet wide to accommodate vehicle overhang, signage and impediments to walkway movements. Any request for variance shall be submitted to and reviewed by City Traffic Engineering.
41. Per Section MGO 12.138 (14), this project is not eligible for residential parking permits. It is recommended that this prohibition be noted in the leases for the residential units.
42. The applicant shall adhere to all vision triangle requirements as set in MGO Section 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO Section 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
43. All parking ramps as they approach the public right of way shall not have a slope to exceed 5% for 20 feet; this is to ensure drivers have adequate vision of the right of way. If the applicant believes public safety can be maintained they shall apply for a waiver, approval or denial of the waiver shall be the determination of the City Traffic Engineer.
44. "Stop" signs shall be installed at a height of seven (7) feet from the bottom of the sign at all Class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
45. The driveway slope to the underground parking is not identified in the plan set. Traffic Engineering recommends driveway slope under 10%; if the slope is to exceed 10%, the applicant shall demonstrate inclement weather mitigation techniques to provide safe ingress/egress to be approved by the City Traffic Engineer.
46. The applicant shall provide a clearly defined five-foot walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheel chair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.
47. The applicant shall show the dimensions for the proposed Class III driveway including the width of the drive entrance, width of the flares, and width of the curb cut.
48. The applicant shall submit for review a waste removal plan, which shall include vehicular turning movements.

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

49. The applicant shall submit a Transportation Demand Management (TDM) Plan to tdm@cityofmadison.com. The TDM Plan is required per MGO Section 16.03. Applicable fees will be assessed after the TDM Plan is reviewed by staff.

Zoning Administrator (Contact Jacob Moskowitz, (608) 266-4560)

50. Show the height of the proposed buildings on the elevations. The maximum height is 52 feet. Height is the average of the height of all building facades. For each facade, height is measured from the midpoint of the existing grade to the highest point on the roof of the building or structure. No individual facade shall be more than 15% higher than the maximum height of the zoning district.
51. 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.
52. Provide details demonstrating compliance with bird-safe glass requirements Section 28.129 for any building over 10,000 square feet in size (floor area of above-grade stories). For building façades where the first 60 feet from grade are comprised of less than 50% glass, at least 85% of the glass on glass areas 50 square feet or over must be treated. All glass railings must be treated. Identify which glass areas are 50 square feet or greater and which glass areas will be treated. Provide a detail of the specific treatment product that will be used.

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)

53. The developer shall construct the public water distribution system and services required to serve the proposed subdivision plat per MGO Section 16.23.
54. All public water mains and water service laterals shall be installed by a standard City subdivision contract / City-Developer agreement. The applicant shall contact City Engineering Division to schedule the development of plans and the agreement.

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

55. The Mid Town Road, Raymond Road and S High Point Road corridors are either existing or potential transit corridors, and any construction/redesign of those rights of way should be completed using transit-supportive pavement strengths and accessibly-sloped terrace areas. City Engineering developer's agreements should confirm with Metro Transit any existing or planned curbside bus stops that need accessible passenger boarding area designs.
56. In coordination with any public works improvements, the applicant shall install and maintain a concrete boarding pad surface at the planned Metro bus stop on the south side of Raymond/Mid Town Road, east of S High Point Road.
57. The applicant shall install and maintain a new passenger seating amenity - either as part of the private landscape plan or in the public right of way area along the south side of Raymond/Mid Town Road, east of S High Point Road. If located in the public right of way, the applicant should be aware of the requirements set forth in MGO Section 10.31, as well as the timelines necessary to submit a Privilege in Streets (Bus Shelter, Stops and Seating) application and should contact the City's Office of Real Estate Services for information and

assistance with the Privilege in Streets application process. An approved Encroachment Agreement, for the bus stop amenity, shall be executed prior to sign off - if located in the public right-of-way.

58. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.

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

59. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Section 20.08(2)), and Park-Land Impact Fees, per MGO Sections 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#24020.1 when contacting Parks Division staff about this project.

City Forestry Section (Contact Bradley Hofmann, (608) 267-4908)

60. As defined by MGO Section 10.10, City Forestry will assess the full cost of the street tree installation to the adjacent property owner. City Forestry will determine street tree planting sites and tree species type. Street tree planting will be scheduled after there is substantial completion of the new plat development along the street segment.