



PREPARED FOR THE URBAN DESIGN COMMISSION AND PLAN COMMISSION

Project Address: 5401 Tancho Drive (District 17 – Ald. Baldeh)
Application Type: Amended Planned Development District-General Development Plan and Specific Implementation Plan for 5401 Tancho Drive
Legistar File ID # [40995](#) and [41559](#)
Prepared By: Christopher Wells, Planning Division
Reviewed By: Jay Wendt, Principal Planner, Planning Division

Report includes comments from other City agencies, as noted.

Summary

Applicant: Mike Schiltz; Fiduciary Real Estate Development; 789 N. Water Street; Milwaukee, WI 53202

Property Owner: Wisconsin Apartments III, LLC; 2 N. LaSalle Street – Suite 2300; Chicago, IL 60602

Contact: Joseph Lee; JLA Architects + Planners; 2418 Crossroads Drive – Suite 2300; Madison WI 53718

Requested Action: The applicant requests approval of an Amended Planned Development - General Development Plan (PD-GDP), as well as approval of a Planned Development - Specific Implementation Plan (PD-SIP) to construct 264 apartments in seven (7) buildings and a clubhouse at 5401 Tancho Drive, 17th Aldermanic District.

Proposal Summary: The applicant proposes to construct seven apartment buildings (containing 264 units in total) (referred to as “22 Slate Apartments” in the applicant’s materials) as well as a clubhouse with pool. Construction of the proposed development is planned in two phases with Phase One commencing in the spring of 2016 and with completion anticipated in the fall of 2017, and Phase Two commencing in the summer of 2017, with completion anticipated in the fall of 2018.

Applicable Regulations & Standards: The approval process and standards for Planned Development districts is outlined in Section 28.098 of the Zoning Code. The decision process for the approval of or major amendments to Planned Development districts is the same as set forth in Section 28.182 of the Zoning Code for zoning map amendments.

Review Required By: Urban Design Commission, Plan Commission and Common Council.

Summary Recommendation: The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022 - 00223 approving an Amended Planned Development - General Development Plan, and forward Zoning Map Amendment ID 28.022 - 00224 to amend a Planned Development District to approve a Planned Development - Specific Implementation Plan for 5401 Tancho Drive to the Common Council with a recommendation of **approval**. This recommendation is subject to input at the public hearing and the conditions from reviewing agencies beginning on page nine (9) of this report.

Background Information

Parcel Location: The roughly 14.2-acre subject site is located at 5401 Tancho Drive, just east of American Parkway and north of USH-151, Aldermanic District 17 (Ald. Baldeh); Sun Prairie School District.

Existing Conditions and Land Use: The site is currently vacant and is zoned Planned Development (PD).

Surrounding Land Uses:

- North: The roughly 230-acre and mostly undeveloped North-East Greenway Park and Greenspace, zoned Conversation (CN) (Note: the Northeast Greenway Park falls within both the City of Madison and City of Sun Prairie);
- South: The Poplar Creek condominiums with 78 units in ten buildings, zoned Planned Development (PD);
- West: Two multi-family residential developments, one with 204 units in six buildings (“Barrington Place”) and the other with 263 units in seven buildings (“50Twenty”), both zoned Planned Development (PD); and
- East: USH-151, with a vacant parcel zoned Industrial General (IG) beyond.

Adopted Land Use Plans: Both the Comprehensive Plan and the Rattman Neighborhood Development Plan recommend medium density residential development for the subject property. The Comprehensive Plan defines medium-density residential development as 16 to 40 units per acre while the Rattman Plan describes it as roughly 25 units per acre. The Comprehensive Plan also identifies a transit-oriented node just to the south of the subject parcel, near the intersection of Tancho Drive and American Family Drive.

Zoning Summary: The property is zoned Planned Development (PD).

Requirements	Required	Proposed
Lot Area (sq. ft.)	As per approved plans.	As per submitted plans.
Lot Width	As per approved plans.	As per submitted plans.
Front Yard Setback	As per approved plans.	As per submitted plans.
Side Yard Setback	As per approved plans.	As per submitted plans.
Rear Yard Setback	As per approved plans.	As per submitted plans.
Usable Open Space	As per approved plans.	As per submitted plans.
Maximum Lot Coverage	As per approved plans.	As per submitted plans.
Building Height	As per approved plans.	As per submitted plans.
Site Design	Required	Proposed
Number Parking Stalls	Multi-family dwelling: Minimum- 1 per dwelling (264) Maximum- 2.5 per dwelling (660)	264 underground 146 surface (410 total)
Accessible Stalls	Yes	Yes (See Comment #34)
Loading	No	No
Number Bike Parking Stalls	Multi-family dwelling: 1 per unit up to 2-bedrooms (264) ½ space per add'l bedroom (10) 1 guest space per 10 units (26) (300 total)	264 underground 46 surface (310 total) (See Comments #33 & 35)
Landscaping	Yes	Yes (See Comment #36)
Lighting	Yes	Yes

Other Critical Zoning Items		
Urban Design – Yes (PD)	Adjacent to Park – No	Wetlands – No
Historic District – No	Barrier Free (ILHR 69) – Yes	Wellhead Protection District – No
Floodplain – No	Utility Easements – Yes	

Table prepared by Jenny Kirchgatter, Assistant Zoning Administrator

Environmental Corridor Status: The property is not located within a mapped environmental corridor (Map G4).

Public Utilities and Services: While the site is served by full range of urban services. While limited, weekday-only Metro bus service is located a quarter of a mile at the intersection of American Parkway and Tancho Drive, daily Metro bus service is located three-quarters of a mile away on Buttonwood Drive, west of the American Parkway intersection.

Previous Approvals

On September 3, 1996, the City Council conditionally approved a request to rezone approximately 79 acres located at 5501 American Parkway, from Agriculture (A) District to Planned Unit Development – General Development Plan (PUD-GDP) [1966 Zoning Code] on a portion of the site for both residential and non-residential uses and a Planned Unit Development – General Development Plan - Specific Implementation Plan (PUD-GDP-SIP) for 368-units located at 5501 American Parkway, Madison, Wisconsin. This submittal expired on September 3, 1997.

On June 16, 1998, the City Council conditionally approved a request to rezone approximately 79 acres located at 5501 American Parkway, Madison, Wisconsin, from Agriculture (A) District to PUD-GDP, a PUD-GDP-SIP approval of 7.6 acres of said lands, and approval of the preliminary/final plat known as the "Porter Plat." The PUD-GDP established the general framework for the entire development as it established the permitted uses and design guidelines for each of the three lots in addition to the covenants, conditions and restrictions for all development.

On June 6, 2000 (Resolution No. 57360), City Council approved the 1999 Replat of the Porter Plat which revised Lot 1, Outlot 1 and Outlot 2 of the Porter Plat and created three lots and one outlot. (The 5401 Tancho Drive parcel is labeled 'Lot 3' on the plat).

Project Description

There are two zoning map amendments proposed. The first is to reapprove the Planned Development's underlying General Development Plan (PD-GDP). While there are no changes to the PD-GDP as it pertains to the site, M.G.O. Sec. 28.098(5)(c)7 states that, "...any phases [of a Planned Development] not constructed within ten (10) years of the Common Council approval of the General Development Plan, shall require approval of a new General Development Plan by the Common Council following a recommendation by the Plan Commission." Since the underlying PD-GDP was approved by the Common Council on June 16, 1998 - nearly 18 years ago - its approval has expired and therefore re-approval. The second component of this request is an approval of a Planned Development - Specific Implementation Plan (PD-SIP) for the proposed development.

Note: A separate Land Division Certified Survey Map to formally divide the 5401 Tancho Drive Parcel into two, has been submitted and is also working its way through the approval process.

Referred to as “22 Slate Apartments” in the applicant’s materials, the development consists of seven (7) three-story, multi-family residential buildings and a clubhouse (with swimming pool) arranged around two green spaces. The layout of the buildings across the site was largely dictated by the irregular parcel shape combined with the further challenges presented by the approximately 18 foot drop in elevation from north to south across the site as well as the required site setbacks (most notably the required 300-foot buffer from USH-151 to the east).

The buildings are accessed by a private road, which connects to Tancho Drive via a roundabout which is shared with the adjacent condominium development to the south. The internal, two-way road is lined with sidewalks, pedestrian lighting and benches throughout. All crosswalks on the site are raised (i.e. flush with the level of the sidewalk) and are constructed with a colored concrete for increased visibility.

Each of the seven residential buildings are one of two building types: the larger, rectangular Building Type ‘A’ has 44 units (59 bedrooms) within its three floors while the smaller, obtuse-angled Building Type ‘B’ has 33 units (51 bedrooms) within its three floors. Regarding unit mix, half of the units are one-bedrooms with the rest being a mix of studios, two- and three-bedrooms (please see the tables below). Both building types have a main entrance located centrally along the front façade which provides access to a central lobby. They also have two additional exterior entrances each accessing an internal staircase. These staircases, along with an elevator, provide access between all of the floors including the under-building parking level.

TABLE 1: BREAKDOWN BY BUILDING

BLDG	USE	FOOTPRINT	FLOOR AREA	UNITS						
				STUDIO	1BR	1BR+	2BR	3BR	TOTAL	BR'S
A1	Multi-Family Residential	15,000 S.F.	45,000 S.F.	8	21	3	9	3	44	59
A2	Multi-Family Residential	15,000 S.F.	45,000 S.F.	8	21	3	9	3	44	59
A3	Multi-Family Residential	15,000 S.F.	45,000 S.F.	8	21	3	9	3	44	59
B1	Multi-Family Residential	13,000 S.F.	39,000 S.F.	3	13	2	12	3	33	51
B2	Multi-Family Residential	13,000 S.F.	39,000 S.F.	3	13	2	12	3	33	51
B3	Multi-Family Residential	13,000 S.F.	39,000 S.F.	3	13	2	12	3	33	51
B4	Multi-Family Residential	13,000 S.F.	39,000 S.F.	3	13	2	12	3	33	51
CH	Clubhouse	3,500 S.F.	3,500 S.F.	-	-	-	-	-	-	-
TOTALS		100,500 S.F.	294,500 S.F.	36	115	17	75	21	264	381

TABLE 2: UNIT MIX

UNIT TYPE	QTY.	% SHARE
STUDIO	36	14%
1BR/1BR+	132	50%
2BR	75	28%
3BR	21	8%
TOTAL	264	

The 3,500-square-foot clubhouse is located along the southern edge of the parcel. The clubhouse contains the leasing office, a fenced-in pool, clubroom, fitness center, two bathrooms, and a full basement for equipment storage. Note: The basement is accessed from the outside, via one of two doors on the buildings southern elevation.

The applicant is proposing to construct the development in two phases. Phase One will contain five buildings (the clubhouse and buildings 'B2', 'B4', 'B3', and 'A3') and is anticipated to be constructed from the spring of 2016 to the fall of 2017, whereas Phase Two will contain three buildings (buildings 'A2', 'B1', and 'A1') and is anticipated to be constructed from the summer of 2017 to the fall of 2018.

Accessible parking is provided to each of the seven buildings in the form of both under-building and surface parking stalls. For the entire site, a total of 410 parking stalls are provided (264 under-building stalls and 146 surface stalls), which for the 264 residential units, results in a parking ratio of 1.55 stalls per unit. In earlier conversations with the applicant, staff requested a reduction and reorganization of the layout of surface parking. In response, the applicant eliminated quite a number of stalls and converted the rest from perpendicular to either 45-degree angle-in or parallel parking stalls. This allowed the private street right-of-way width to be reduced which therefore reduced the impervious surface area (which for the site is about 233,078 square-feet or 37.6%).

TABLE 3: ON-SITE PARKING (BY BUILDING)

BUILDING		AUTOMOBILE PARKING				BICYCLE PARKING			
NAME	UNITS	UNDER-BUILDING	SURFACE	TOTAL	RATIO (Per Unit)	UNDER-BUILDING	SURFACE	TOTAL	RATIO (Per Unit)
A1	44	44	24	68	1.55	44	6	50	1.14
A2	44	44	24	68	1.55	44	6	50	1.14
A3	44	44	24	68	1.55	44	6	50	1.14
B1	33	33	18	51	1.55	33	4	37	1.12
B2	33	33	18	51	1.55	33	4	37	1.12
B3	33	33	18	51	1.55	33	4	37	1.12
B4	33	33	18	51	1.55	33	4	37	1.12
CLUB	-	-	2	2	-	0	12	12	-
TOTALS	264	264	146	410	1.55/Unit	264	46	310	1.17/Unit

Regarding building materials, a manufactured stone veneer will cover the base of the proposed apartment buildings up to approximately the nine foot mark (depending on grade). Above this, and separated by a thin band of precast concrete, the various building volumes will be clad with brick veneer and/or composite siding (primarily dark and light grey with orange for accent). Precast concrete bands are also used to form the lintels as well as sills for the portions of the window openings abutted by brick veneer, no similar visual treatment is given to the sections of windows abutted by composite siding. The windows themselves will be of pre-finished aluminum and vinyl, the apartment balconies will be of wood with aluminum railings, and the multi-gabled roof will be covered with dimensional fiberglass shingles. A similar material palette has been used on the clubhouse. However, whereas the apartment buildings have a stone cladding for the base, the clubhouse has a brick veneer as the primary cladding, with stone used on the two northern projections as well as the entire pool retaining wall. Given the large grade change, the full lower level is exposed on the southern elevation and it is clad all the way to the ground with composite siding.

The site has two centrally-located green spaces. While the green space on the western half of the site (framed by buildings 'A1', 'A2', 'B1' and 'B2') serves the primary function of traffic median, at almost 45 feet wide and planted with shade-bearing Honeylocust trees, it provides an additional open space along the axial path between the clubhouse and Building 'A2'. The much larger green space on eastern half is entirely unprogrammed and planted with grass, save for the intimate plaza space located just to the east of Building 'B2' at the intersection of several sidewalks. Ringed by Dwarf Lilac trees and large planters of Currant shrubs, the

roughly 3,000-square-foot plaza space contains a nice selection of amenities including a masonry firepit, a shingled roof pergola, two grills, and a handful of tables and chairs.

Regarding the landscape plan, groupings of evergreens, shrubs and perennials are deployed around each building's foundation, with ornamental trees used for additional variety as well as visual depth. Larger trees such as the Autumn Blaze Maple, Common Hackberry, and Swamp White Oak flank the internal street and accompanying sidewalks to provide shade and a pedestrian sense of scale. Additional groupings of evergreens as well as larger trees like Triumph Elms are placed around the rest of the site, save for the areas designated as stormwater infiltration basins. Two approximately 5,000 square-foot infiltration basins, one located on the far western corner and the other along the 300-foot buffer from USH-151 on the east of the site, will greatly increase the site's capacity to retain and infiltrate storm water on-site.

It is also important to note that there are future plans to locate a public shared-use path along the northern edge of the subject parcel. It will connect Tancho Drive, via the North-East Park, with Sun Prairie by first following the northern edge of the subject site before turning north and paralleling USH-151 and joining up with the existing shared-use path that links Terra Court with Hoepker Road in Sun Prairie. In order to accommodate future trail construction by the city, Parks and City Engineering are recommending that the developer dedicate a Permanent Limited Easement for a 10-foot wide pedestrian / bicycle easement as well as a 25-foot wide Temporary Limited Easement for grading and sloping, both along the north-easterly and north-westerly subject parcel line. Both easements are noted in the conditions of approval.

Analysis and Conclusion

This request is subject to the Zoning Map Amendment [Section 28.182(6)] and Planned Development standards [Section 28.098(2)] of the Zoning Code. The analysis below begins with a summary of the adopted plan recommendations as the specific approval standards reference these documents.

Zoning Map Amendment Standards

Staff believes the Zoning Map Amendment standards can be met. These standards state that such amendments are legislative decisions of the Common Council that shall be based on public health, safety and welfare, shall be consistent with the Comprehensive Plan, and shall comply with Wisconsin and federal law.

Chapter 66.1001(3) of Wisconsin Statutes requires that zoning ordinances (of which the zoning map is part) enacted or amended after January 1, 2010 be consistent with the City's Comprehensive Plan. 2010 Wisconsin Act 372 clarified "consistent with" as "furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan."

Conformance with Adopted Plans

The Planning Division believes the request is consistent with adopted plan recommendations. Both the Comprehensive Plan and the Rattman Neighborhood Development Plan recommend medium-density residential development for the subject site. The Comprehensive Plan defines medium-density residential development as 16 to 40 units per acre while the Rattman Plan describes it as roughly 25 units per acre. At roughly 18.5 units per acre, the proposed development is consistent with these recommendations.

The Comprehensive Plan also identifies a transit-oriented node just to the south of the subject parcel, near the intersection of Tancho Drive and American Family Drive. Such development is characterized by a compact, mixed-use development pattern that focuses the highest development densities and intensities in very close proximity to high capacity transit stops. This is intended to achieve a development pattern at and near transit stops that fosters travel via high-capacity mass transit.

Planned Development Standards

As noted above, the General Development Plan was approved by the Common Council on September 3, 1996. Since not all phases of the approved GDP were implemented within 10 years, the GDP must be re-approved in order to commence with the next phase of development. This request is considered a major amendment to the underlying General Development Plan and as such, the Planned Development standards must be applied to this zoning map amendment request. Furthermore, as stated in MGO Sec. 28.098(5)(c)7, *"In considering extensions of approved General Development Plans for unconstructed components/ phases, the Plan Commission shall consider changes in the surrounding area or neighborhood since approval of the General Development Plan that would render the project incompatible with current conditions."* Staff does not have any concerns related to the appropriateness of the proposed development in its current context. The unit density of 18.5 units per acre for the proposed development is commensurate with those of the surrounding properties, namely the Barrington Place Apartments (5201 Brookside Drive) at 24.64 units per acre or the 50Twenty development (5020 Pendleton Drive) at 20.31 units per acre.

Planned Developments are intended to facilitate the development of land in an integrated and innovative fashion, to allow for flexibility in site design, and to encourage development that is sensitive to environmental, cultural and economic considerations. Specific design objectives include promoting green building technologies, integrated land uses, preservation and enhancement of environmental features, preservation of historic buildings, enhanced open space, and the facilitation of high-quality development consistent with adopted plans. See Zoning Code Section 28.098 (1) for further information.

The specific approval standards for Planned Developments are provided in Section 28.098(2) of the Zoning Code. In summary, staff believes the following standards of 28.098(2), summarized below, are met:

- (a) Shall not be allowed simply for the purpose of increasing overall density.
- (b) Shall facilitate the development or redevelopment goals of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans.
- (c) Shall not adversely affect the City's economic health or the cost of municipal services.
- (d) Shall not create disproportionate traffic or parking demands.
- (f) Project Phasing and Assurances of Completion

The Planning Division believes the following standard can be met and staff provides the following additional analysis.

Standard (e) states that *"The PD District plan shall coordinate architectural styles and building forms to achieve greater compatibility with surrounding land uses and create an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose of the PD District."* Staff notes that the applicant has made several changes to the plans to address concerns raised throughout the review process. Notable changes include the reconfiguration of the parking lot, addition of onsite open space, and addition of a street-facing main building entrance. Staff notes that this project gave an informational presentation to the Urban Design Commission on December 9, 2015.

Urban Design Considerations

In addition, The Planning Division has the following design-related items to consider:

- **The pedestrian-friendliness of the streetscape.** The Planning Division has worked with the applicant to create a more pedestrian-friendly streetscape. This includes emphasizing parallel and 45-degree parking over 'nose-in' (i.e. perpendicular) stalls, and providing pedestrian lighting, benches, and street trees. Staff would like to see street trees be located more rhythmically along the private street throughout the project. The Planning Division is happy with the applicant's addition of raised and colored crosswalks for increased safety.
- **The Effect of the Grade on the Façade (and its impact on the pedestrian-friendliness of the buildings).** Typically, the finished first floor of the apartment buildings are already raised up approximately four (4) feet above grade, which is already a foot more than what we would typically like to see if a building is to relate well with the sidewalk. Their base is clad in a manufactured stone up to about the nine (9) foot mark on the projections (as is shown in the elevations, on flat ground). The Planning Division is concerned with how this affects the pedestrian-friendliness along the sidewalks and is especially concerned with how the material treatment of the façade will be handled with a significant drop in elevation. Building 'B2' is a good example, with an eight foot and six foot drop along the western and southern façades, respectively. How will the stone cladding of the base step down and transition, so to avoid a sizable blank wall along these portions of the sidewalk?
- **Material Palette.** In reviewing the deployment of façade materials, the Planning Division is concerned with visual clarity of the building and recommends that a simplification be considered (for example varying façade material by horizontal projection instead of varying materials at the meeting rail (i.e. midpoint) of the first- and third-floor windows).
- **On-Site Amenities.** The Planning Division requests that the applicant reviews the revised on-site landscaping and site amenities with Urban Design Commission. Consideration should be given to pedestrian-level amenities and lighting, especially on routes intended to provide on-site connections between the buildings.

Bicycle Parking

One area where the applicant is not compliant with code, is the provision of bicycle parking stalls. While the applicant is proposing one-hundred (100) percent of the under-building bicycle parking stalls (for the tenants) as vertical (i.e. wall-hung) racks mounted in front of the automobile stalls, Sec. 28.141(11)(f) allows a maximum twenty-five (25) percent of such bicycle parking stalls to be vertically mounted (or structured) while the rest required to be floor mounted. Staff have been in communication with the applicant regarding their submitted plans not complying with city regulations and while the applicant has developed alternative proposals which would provide the necessary number and arrangement of bicycle parking stalls, conversations around design approval from city staff are still underway as of the time this report was being written. It should also be noted that because the project is a Planned Development, Sec. 28.098(3)(a) states: "*Where the applicant proposes a development that does not comply with one or more of the [City's standards, procedures, and regulations of the zoning code]...they shall specifically request that the Plan Commission consider the application of those regulations in making its recommendations on the development, including specific language in the zoning text or depiction on the plans.*" As of the writing of this report, staff was unaware of any such submittal from the applicant.

Public Input

At the time of report writing, staff has not received any comments on the proposed request.

Conclusion

The applicant requests approval of a Planned Development - General Development Plan (PD-GDP) and Planned Development - Specific Implementation Plan (PD-SIP) to develop 264 units in seven (7) multi-family residential buildings and a clubhouse.

The Planning Division believes that the standards for Zoning Map Amendments and Planned Developments can be met with this proposal. From a density standpoint, this development is consistent with both the Comprehensive Plan and the Rattman Neighborhood Development Plan's recommendations for medium density residential uses. The Planning Division further believes the proposed site design is consistent with the surrounding development pattern. From a design standpoint, the applicant has made several site improvements based on the feedback they received at their informational presentation to the Urban Design Commission on December 9, 2015.

Zoning has noted the project doesn't comply with bicycle parking regulations, with the proposed plans exceeding the 25% of bicycle stalls that can be wall mounted. At the time of report writing, no formal request or justification has been made with this application to consider a bike parking reduction. The applicant will need to work with Staff to gain approval of their provision of bicycle parking before final sign off.

At the time of report writing, the Planning Division was not aware of any neighborhood concerns on this request.

Recommendation

Planning Division Recommendation (Contact Christopher Wells, (608) 261-9135))

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022 - 00223 approving an Amended Planned Development - General Development Plan, and forward Zoning Map Amendment ID 28.022 - 00224 to amend a Planned Development District to approve a Planned Development - Specific Implementation Plan for 5401 Tancho Drive to the Common Council with a recommendation of **approval**, following a recommendation by the Urban Design Commission and subject to input at the public hearing and the conditions from reviewing agencies:

Major/Non-Standard Conditions are Shaded

1. The applicant shall submit a zoning text for approval by the Zoning Administrator and Planning Division staff prior to final approval and recording of the planned development and issuance of building permits.
2. The applicant shall work with the Urban Design Commission and Planning Division Staff to gain approval of their final site plan and provision of automobile and bicycle parking before final approval and recording of the planned development and issuance of building permits.

Engineering Division (Main Office) (Contact Brenda Stanley, 261-9127)

3. The proposed sanitary sewer to serve this development shall be public. The Developer shall enter into a Developer Agreement with the City to construct said sewer, and shall dedicate a public easement as determined by the City Engineer.
4. All outstanding 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 signoff. (MGO 16.23(9)(d)(4))
5. All outstanding City of Madison sanitary sewer connection charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. This property is subject to Sanitary Connection charges for the Portage Sanitary Sewer District.
6. 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)
7. 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. (POLICY and MGO 37.09(2))
8. The plan set shows a new infiltration basin but the utility plan shows the proposed storm sewer being routed away from the infiltration area. This shall be rectified with the final submittal.
9. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in the ROCK RIVER TMDL ZONE and by Resolution 14-00043 passed by the City of Madison Common Council on 1/21/2014. You will be expected to meet a higher standard of erosion control than the minimum standards set by the WDNR.
10. 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. Draft document can be emailed to Tim Troester (west) at ttroester@cityofmadison.com, or Jeff Benedict at jbenedict@cityofmadison.com final document and fee should be submitted to City Engineering.

11. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances 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.
12. This site appears to disturb over one (1) acre of land and requires a permit from the WDNR for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR216 and NR-151 however a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constrformsinfo.htm> (NOTIFICATION)
13. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to provide infiltration in accordance with Chapter 37 of the Madison General Ordinances.
14. 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 the Madison General Ordinances.
15. Oil and grease control will be required for the parking areas being proposed.
16. This lot is inter-dependent with other adjacent lots for storm water runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the certified survey map and recorded at the Dane Co Register of Deeds. (POLICY)
17. The Applicant shall replace all sidewalk and curb and gutter which 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. (POLICY)
18. 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)
19. All damage to the pavement on Tancho Dr., adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria. For additional information please see the following link: <http://www.cityofmadison.com/engineering/patchingCriteria.cfm> (POLICY)
20. The Developer shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement 10 feet wide along the north easterly and north westerly parcel line. (MGO 16.23(3)(a)(2)(c) (plats) & 16.23 (5)(g)1. (CSM))
21. The Applicant shall Dedicate a Temporary Limited Easement for grading and sloping 25 feet wide along the north easterly and north westerly parcel line. (MGO 16.23(3)(a)(2)(c) (plats) & 16.23 (5)(g)1. (CSM))

Engineering Division (Mapping) (Contact Jeffrey Quamme, 266-4097)

22. The pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD) prior to issuance of any building permits for new construction. When the recorded CSM image is available from the ROD, the Assessor's Office can then create the new Address-Parcel- Owner (APO) data in GEO so that the Accela system can upload this data and permit issuance made available for this new land record

23. 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.

24. 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. This development will require two private named drives. One for the north loop with buildings A1-3 & B1-2. One for the south loop with buildings B3-4 & the clubhouse. Submit street name / private drive name suggestions to Lori Zenchenko (Lzenchenko@cityofmadison.com) for review and approval.

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

25. Angled parking is typically used in conjunction with one-way drive aisles; this configuration minimizes impervious surface and eliminates awkward parking angles for vehicle traveling in the opposite direction. Direction for this configuration is typically secured with pavement markings and signage.

26. 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; 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.

27. 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.

28. 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.

29. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

30. Traffic Engineering will no longer be accepting paper plans; to ensure a timely review all submittals will include an electronic copy (.pdf preferred).

31. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.

32. All pedestrian walkways adjacent parking stalls shall be 7 feet wide to accommodate vehicle overhang.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

33. The applicant proposes a development that does not comply with the bicycle parking requirements of Sections 28.141(4)(g) and 28.141(11). A Planned Development shall comply with all standards, procedures, and regulations of the Zoning ordinance that are applicable to the individual uses within the development, including the General Regulations of Subchapter 28I and the Supplemental Regulations of Subchapter 28J. Where the applicant proposes a development that does not comply with one or more of the regulations in those subchapters, they shall specifically request that the Plan Commission consider the application of those regulations in making its recommendations on the development, including specific language in the zoning text or depiction on the plans.

34. Parking requirements for persons with disabilities must comply with Section 28.141(4)(e). Final plans shall show the required accessible stalls including van accessible stalls and accessible stalls within the buildings. Show the required signage at the head of the stalls. Work with Building Inspection and Zoning staff for final approval of the angled accessible stalls.

35. Bicycle parking shall comply with City of Madison General Ordinances Sections 28.141(4)(g), Table 28I-3 and 28.141.11 and shall be designated as short-term or long-term bicycle parking. A minimum of 274 resident bicycle stalls are required plus a minimum of 26 short-term guest stalls. Up to twenty-five percent (25%) of bicycle parking may be structured parking, vertical parking or wall mount parking, provided there is a five (5) foot access aisle for wall mount parking. NOTE: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5) foot wide access area. Submit a detail showing the model of bike rack to be installed.

36. 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 ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.

37. Submit floor plans and elevations with materials and colors identified for the clubhouse building.

38. Submit the Zoning text for review and approval by Zoning and Planning staff.

39. Per Section 28.186(4)(b), the property owner or operator is required to bring the property into compliance with all elements of the approved site plans by the date established by the Zoning Administrator as part of the site and building plan approval. Work with Zoning staff to establish a final site compliance date.

Fire Department (Contact Bill Sullivan, 261-9658)

40. Due to the access & water main easements, the fire lanes and the water mains & hydrants for the entire site shall be installed and functional prior to occupancy of any Phase 1 buildings.

41. Provide fire apparatus access as required by IFC 503 2015 edition, MGO 34.503.

Parks/Forestry Review (Contact Janet Schmidt, 261-9688)

42. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development. The developer must select a method for payment of park fees before sign off on the rezoning. This development is within the Reindahl impact fee district. Please reference ID# 16105 when contacting Parks about this project.
43. The Developer shall dedicate the necessary Permanent Limited Easement and necessary Temporary Limited Easement for the construction of a public bike path to be located jointly on the Developer's property and on the City Park Land. The Developer may opt to rough grade the shared property line to a grade provided by the City Engineer, to allow for the construction of the path in the future in lieu of providing Temporary Grading Easements.
44. The Parks Division will be required to sign off on the pending CSM prior to the issuance of building permits for the development.

Water Utility (Contact Dennis Cawley, 261-9243)

45. All public water mains and water service laterals shall be installed by a standard City subdivision contract. All operating private wells shall be identified and permitted by the Water Utility in accordance with MGO 13.21. All unused private wells shall be abandoned in accordance with MGO 13.21.

Metro Transit (Contact Timothy Sobota, 261-4289)

46. Metro Transit does not provide daily bus service within 1/4 mile walking distance of the proposed site. The closest bus stop with daily bus service is just under 3/4 mile away on Buttonwood Drive, west of the American Parkway intersection.
47. Metro Transit provides limited, weekday-only, bus service in the intersection of American Parkway and Tancho Drive.