



Report to the Plan Commission

August 3, 2009

Legistar I.D. #15123 & 15499
9414 Silicon Prairie Parkway
Rezoning, Demolition Permit, Prelim. & Final Plats

Report Prepared By:
Timothy M. Parks, Planner
Planning Division

Requested Actions: Approval of a request to rezone approximately 26.9 acres located at 9414 Silicon Prairie Parkway from A (Agriculture District) to RPSM (Research Park – Specialized Manufacturing District); approval of a demolition permit to allow a single-family residence to be razed, and; approval of a preliminary and final plat creating 9 lots for future commercial development and 1 outlot for storm-water management.

Applicable Regulations & Standards: Section 28.12 (9) provides the process for zoning map amendments; Section 28.12 (12) provides the guidelines and regulations for the approval of demolition permits. The subdivision process is outlined in Section 16.23 (5)(b) of the Subdivision Regulations.

Summary Recommendation: The Planning Division recommends that the Plan Commission forward both Zoning Map Amendment 3442, rezoning 9414 Silicon Prairie Parkway to RDC, and the preliminary and final plats of Silicon Prairie Community Plat to the Common Council with recommendations of **referral**. Staff requests that these requests be referred for a sufficient time so that concerns about the applicant's ability to implement the physical design recommendations of the Pioneer Neighborhood Development Plan can be addressed and for a Transportation Demand Management Plan to be reviewed. Comments and conditions from reviewing agencies have been included for informational purposes at this time.

Background Information

Applicant & Property Owner: Kurtis D. Welton, NEW WEI, LLC; 559 D'Onofrio Drive, Suite 222; Madison; Joanna Burish, representative.

Surveyor: Michelle Burse, Burse Surveying & Engineering, Inc.; 1400 E. Washington Avenue; Madison.

Proposal: The proposal calls for the subdivision of the property into 9 lots for commercial/ industrial development and 1 public stormwater outlot.

Parcel Location: Approximately 26.9 acres of land generally located on the east side of South Point Road between Mineral Point Road and Silicon Prairie Parkway, Aldermanic District 9; Middleton-Cross Plains School District.

Existing Conditions: The subject site is largely undeveloped with the exception of a single-family residence and various agricultural accessory buildings located along the eastern portion of the Mineral Point Road frontage.

Surrounding Land Use and Zoning:

North: Undeveloped lands located in the Town of Middleton;

South: Existing and future single-, two- and multi-family residences in the Cardinal Glenn subdivision, zoned R2T/Y/Z (Single-Family Residence District) and PUD-GDP & PUD-SIP;

East: Undeveloped lands in the City of Madison, zoned Temp. A;

West: Silicon Prairie Business Park, zoned SM (Specific Manufacturing District).

Adopted Land Use Plan: The Pioneer Neighborhood Development Plan recommends the subject site for employment uses, with the exception of land at the southeastern corner of South Point and Mineral Point roads, which is recommended for neighborhood commercial development. The site is identified in the Comprehensive Plan for employment uses.

Environmental Corridor Status: The site is not located within any mapped mapped environmental corridors.

Public Utilities and Services: The proposed office development will be served by a full range of urban services with the exception of Metro Transit service, which currently does not extend west of Junction Road/ CTH M.

Zoning Summary: For conformance with the RPSM district, see the 'Project Review' section below.

Other Critical Zoning Items:	
Yes:	Utility Easements, Barrier Free
No:	Urban Design, Historic District, Landmark Building, Adjacent to Park, Floodplain, Waterfront Development
<i>Prepared by: Pat Anderson, Asst. Zoning Administrator</i>	

Previous Approval

On January 18, 2005, the Common Council rezoned the 9414 Silicon Prairie Parkway project site from Temp. A (Agriculture District) zoning to (permanent) A zoning as part of the approval of requests to rezone and subdivide the Cardinal Glenn residential subdivision located south of Silicon Prairie Parkway. The subject property was designated as Outlot 15 with the understanding that the property would be developed with employment and neighborhood commercial uses on a future application.

Project Review

The applicant is requesting approval of a zoning map amendment to rezone 26.9 acres of land located on the east side of South Point Road between Mineral Point Road and Silicon Prairie Parkway to the RPSM (Research Park – Specialized Manufacturing) zoning district. The applicant is also requesting approval of the preliminary and final plat of Silicon Prairie Community Plat, which calls for the subdivision of the site into 9 commercial/ industrial lots and 1 public stormwater outlot, and approval of a demolition permit to allow a single-family residence located along the Mineral Point Road frontage of the property to be razed. The current applications replace requests made earlier this year to rezone the site to RDC (Research and Development District) zoning and subdivide the property into 8 lots and 1 outlot, which were submitted for Plan Commission review at its April 20, 2009 meeting. However, the applicant withdrew the earlier zoning and subdivision applications citing concerns about the requirements of the RDC zoning district, and the requests were placed on file without prejudice by the Plan Commission and Common Council in May.

As noted in the 'Previous Approvals' section above, the subject site was platted as an outlet for future development as part of the approval of the Cardinal Glenn residential subdivision located south of site across Silicon Prairie Parkway. The site is characterized by a rolling terrain and, with the exception of the land surrounding the residence and accessory buildings, is under tillage, with no significant mature vegetation present. The property is currently bordered on the north, west and east by agricultural uses and single-family residences on a variety of differently sized lots, while the land to the south is developed with the initial phases of the Cardinal Glenn residential development. Tilled land located across South Point Road from the site in the Silicon Prairie Business Park was rezoned in 2007 from the SM Specific Manufacturing District to RPSM, though development in that portion of the larger approximately 108-acre business park has not yet occurred.

The proposed subdivision of the 26.9-acre site calls for the extension of Cross Oak Drive north and east through the site from its current terminus at the northern edge of the Cardinal Glenn residential subdivision at Silicon Prairie Parkway. Cross Oak Drive will intersect Street A (preliminarily identified by City Engineering as Redan Drive), which will extend south from Mineral Point Road as a north-south collector street along a portion of the eastern property line of the site. Approximately half of the future right of way needed for Street A can be provided on the subject site, and off-site right of way may be needed to allow construction of the street prior to the development of the Theis Family property to the east. The street alignments proposed appear to generally follow the conceptual street layout included in the Pioneer Neighborhood Development Plan with the exception of an east-west street shown extending between South Point Road and extended Cross Oak Drive, which has not been included in the proposed development.

The 9 commercial/ industrial lots proposed will range in size from 1.73 acres to 4 acres of land area, with most of the lots proposed to be about 2 acres in area. Lots 1-5 of the subdivision will have frontage on extended Cross Oak Drive as well as either Mineral Point Road or South Point Road, with Lot 1 also having frontage on Silicon Prairie Parkway. Lots 6-8 will front onto extended Cross Oak Drive, while Lot 9 will front entirely onto Silicon Prairie Parkway. The nine lots will occupy approximately 22 acres of the 26.9-acre development site. In addition, a 2.5-acre public stormwater management basin will be located along Silicon Prairie Parkway on proposed Outlot 1.

The applicant has resubmitted the conceptual plan previously submitted with the withdrawn RDC rezoning request to show how the 9 proposed lots may be developed in RPSM zoning. The conceptual plan calls for a total of 10 buildings to be distributed throughout the site.

The concept plan calls for three buildings, AA, BB and CC, to be constructed along the Mineral Point Road frontage, including Building AA, which will occupy the corner of South Point Road and may include first floor neighborhood retail uses. Each of these three buildings will include surface parking located generally to their south, and at least buildings AA and BB will include under-building parking (a structured parking entrance was not shown at CC). Moving south, two buildings, II and JJ, are proposed at the corner of South Point Road and Silicon Prairie Parkway, with a surface parking lot proposed to the north and east of these buildings. Under-building parking entrances are shown serving these buildings. To the east, three buildings, DD, EE and FF, will extend along the eastern and southern sides of Cross Oak Drive, with surface parking for the three buildings to be located to the south and east. Again, under-building parking is proposed for these buildings. Finally, two buildings, GG and HH, will be located in the southeastern corner of the project site generally fronting Silicon Prairie Parkway behind a surface parking lot.

Eight of the 10 buildings proposed will be a minimum of three stories in height, with buildings BB, CC and FF proposed to be four stories. The remaining two buildings, GG and HH, however, will be two stories and one story in height, respectively. In all, 558,720 square feet of building area is proposed for

the project site, with none of the buildings proposed to exceed the 1.0 maximum FAR permitted in RPSM zoning. Parking is proposed to be provided at a ratio of approximately 4 stalls per 1,000 square feet of space, resulting in approximately 2,235 spaces. However, final parking counts and final built floor area may vary as part of project implementation.

The applicant has submitted a proposed second amendment to the private covenants and restrictions for the Silicon Prairie Business Park for consideration with the proposed RPSM rezoning and 9-lot plat of the subject site. The private covenants were first enacted in 2003 in response to a condition of approval of the Silicon Prairie Business Park plat west of South Point Road and as a requirement of its SM zoning and were amended in 2007 following the adoption of the RPSM zoning of Lots 1-5 of the plat. The covenants in place encourage multi-story buildings, minimal setbacks along Mineral Point and South Point roads, underground parking and parking not oriented to streets, and compact and pedestrian-friendly design.

As required in RPSM zoning, final architectural design approval rests with a private architectural control committee, which is required to review each new development against standards adopted as part of deed or plat restrictions approved by the Plan Commission prior to development occurring. (In the event no deed or plat restrictions have been approved establishing the architectural review committee prior to building construction being proposed, the Urban Design Commission will review new projects.) In addition to establishing an architectural review committee to review new construction, RPSM zoning also includes design-related provisions for the treatment of accessory off-street parking and loading facilities, outdoor storage areas, landscaping and signage.

In order to implement the RPSM zoning and proposed Silicon Prairie Community Plat, the applicant is also requesting approval of a demolition permit to allow the single-family residence located along the eastern portion of the Mineral Point Road frontage to be demolished. The former farmhouse is a 1.5-story structure with a hip roof, dormers, and white horizontal siding. Photos of the residence submitted with the application appear to show a house in average condition. The residence is surrounded by a number of accessory buildings that will also be demolished to accommodate the development.

Finally, the applicant's proposed development will work surround a single-family residence located on an unrelated 260-foot wide and approximately 230-foot deep parcel that fronts Mineral Point Road, between proposed Lots 3 and 4 of the subject plat. No information has been provided for how that residential site might be incorporated into the project in the future. However, staff estimates that there appears to be sufficient room for a building to be constructed on the unrelated parcel that would be of a similar character to the buildings envisioned for the Silicon Prairie Community Plat. Additionally, the applicant has indicated that he has a right of first refusal to purchase this parcel should it ever be sold. In any event, staff recommends that an access easement to serve this property from Cross Oak Drive be dedicated with the final plat of Silicon Prairie Community Plat to ensure that sufficient access can be provided for any future development on the unrelated site, which will likely have its access to Mineral Point Road eliminated or restricted at the time of development.

Analysis

The applicant is requesting approval to establish RPSM zoning on a 26.9-acre parcel located along the south side of Mineral Point Road just across South Point Road from five RPSM-zoned parcels located in the northeasterly corner of the Silicon Prairie Business Park, which are also being developed by the applicant. The proposal to rezone the parcel to RPSM replaces a request made earlier this year to

rezone the subject site and the five RPSM-zoned parcels to the west to the RDC Research and Development zoning district.

Conformance with the Pioneer Neighborhood Development Plan

From a land use perspective, the Planning Division supports the proposal to rezone the subject site to an employment-oriented district such as RPSM, which staff believes conforms to the employment uses recommended for most of the site in the Pioneer Neighborhood Development Plan. The Pioneer NDP generally recommends that employment areas be developed with a mix of professional office, research and development, "clean" light-industrial uses and technology processing. Each of these uses is generally permissible in RPSM zoning, as well as the RDC zoning previously proposed for the site.

As noted above, the applicant also desires to incorporate mixed-use elements within the development, primarily in Building AA at the southeastern corner of Mineral Point and South Point roads. The Pioneer Neighborhood Development Plan includes a recommendation that calls for neighborhood commercial development on approximately 2.9 acres at the southeastern corner of Mineral Point and South Point in the approximate location of Building AA as shown on the applicant's concept plan for the site. The neighborhood plan does not include specific recommendations for how this land use was to be implemented, but the inclusion of this land use in the Pioneer planning area south of Mineral Point Road generally reflects similar uses recommended at the northwestern and northeastern corners of Mineral Point and South Point in the Elderberry Neighborhood Development Plan to the north.

RPSM zoning allows restaurants limited to no more than 25% of the gross floor area of a building provided that they do not contain any drive-up service. Retail uses are also permitted within RPSM zoning provided that the retail uses are located on the ground floor and do not exceed the smaller of 15,000 gross square feet or 25% of the gross area in aggregate of any single building and no individual retail store exceeds 2,500 gross square feet. Such retail uses shall include barber shops and beauty parlors, food, grocery and sundries stores, florists, tailor shops, newsstands, delis and bakeries and office supply stores. Banks and financial institutions and drive-up facilities for the same are permitted in RPSM without the restrictions on the retail/ services uses above. While staff feels that these uses were primarily included in RPSM zoning to provide services for employees in the RPSM business parks, staff feels that it may be possible to achieve the neighborhood commercial land use recommendation of the Pioneer Neighborhood Development Plan through the applicant's proposed inclusion of neighborhood-oriented retail/service uses on the ground floor of an RPSM-zoned office building on the site.

However, while the proposed rezoning of the subject site to the RPSM district suggests implementation of the employment land uses primarily envisioned for the subject site in the Pioneer Neighborhood Development Plan, the Planning Division is concerned that the form the RPSM-zoned development may take (as suggested by the concept plan submitted for the site) will not implement the urban design goals and recommendations contained in the neighborhood plan.

In addition to land use, infrastructure and transportation recommendations customary in City neighborhood development plans, Pioneer Neighborhood Development Plan places a distinct emphasis on physical design within the neighborhood planning area. Overall, the plan calls for the creation of a higher-density, pedestrian-oriented neighborhood that includes employment, light industry, diverse residential stock and neighborhood-supporting uses in a highly integrated, walkable urban environment. Goals of the neighborhood plan include the creation of a new urban model for business parks that includes deemphasizing and reducing the use of large surface parking lots through use of shared and structured parking. Among the urban design-related recommendations included in the Pioneer NDP for employment districts are the creation of compact, walkable job centers that include buildings with strong street orientations and parking primarily located in the side or rear. Staff is concerned that the proposed

rezoning of the subject 26.9-acre site to RPSM is not in keeping with the Pioneer NDP's physical development recommendations and may instead result in more of a traditional suburban office park development pattern not recommended in the plan.

The statement of purpose for the RPSM zoning district states that the district was established to "provide an aesthetically attractive working environment exclusively for and conducive to the development and protection of offices, research and development institutions, and certain specialized manufacturing establishments, all of a non-nuisance type. The essential purpose of this district is to achieve development which is practical, feasible and economical and an asset to the owners, neighbors and the community and to promote and maintain desirable economic development activities in a *park-like setting* [emphasis added]." To accomplish this, the RPSM district restricts development to a floor area ratio of 1.0 and a building coverage ratio of 0.3 on minimum 1-acre, 100-foot wide lots. Examples of development in the RPSM zoning district include University Research Park I on S. Whitney Way and Old Sauk Trails Park north of Old Sauk Road.

The RDC zoning district, meanwhile, was developed primarily to implement the land use and physical design recommendations in the Pioneer Neighborhood Development Plan for the large employment centers anticipated by that plan. Uses permitted in the RDC largely follow the uses permitted in the RPSM district, though the RDC district also includes a number of urban design standards intended to create a more compact, urban development pattern than is permissible in the RPSM or O-Office districts. The RDC district emphasizes buildings that are oriented toward the streets with parking on the street, to the side and behind buildings and includes standards that require at least 50% of buildings to be located within 10-30 feet of a street property line. The district includes a minimum floor area ratio (FAR) of 0.35 and does not set a maximum FAR. The RDC district requires advance planning for individual sites to maximize on-site building expansion at the time of site plan approval to accommodate additional development on the site and structured parking at strategic locations. A master plan is required at the time RDC zoning is conferred on a property to demonstrate a unified and organized arrangement of buildings and service facilities within the district and to serve as a guide for how future development within the district may be implemented.

Staff feels that the concept plan submitted for the site proposes a diffused development pattern that, while supported by the RPSM district bulk requirements, runs counter to the Pioneer Neighborhood Development Plan goal of creating more densely developed urban employment centers. With the potential exception of the two buildings proposed to occupy the northeastern corner of South Point Road and Silicon Prairie Parkway, the remainder of the buildings shown appears to have little relation to each other or to the streets that will abut them. While the concept plan shows that at least 7 of the 10 buildings proposed may accommodate under-building parking, it appears that most of the buildings will rely on large surface parking lots. Furthermore, staff feels that the proposed arrangement of buildings and parking on the site does not reflect a compact, walkable development pattern as called for in the neighborhood plan and that the conceptual plan lacks good internal circulation that would facilitate non-vehicular movements between buildings and future uses. It also appears to staff that the concept plan offered for the site may run counter to some of the design considerations espoused in the applicant's private subdivision covenants, which are proposed to be extended from the Silicon Prairie Business Park to serve the subject site, namely the orientation of parking and the pedestrian-friendliness of the project.

The applicant has noted in discussions with staff that Planning Division staff did not oppose his rezoning of Lots 1-5 of Silicon Prairie Business Park just west of the subject site to RPSM in 2007 and that the rezoning of the subject 26.9 acres to RPSM represents a reasonable extension of that zoning across South Point Road. However, in reviewing that rezoning request, staff concluded that rezoning a relatively small area at the southwestern corner of the South Point-Mineral Point intersection from the

manufacturing-oriented SM district to the more flexible, employment-oriented RPSM district would likely result in a more complimentary built environment for the development envisioned on the other three corners of the intersection while still generally adhering to the *light industrial* land uses recommended for that quadrant of the intersection in the Pioneer NDP, which was adopted *after* the Silicon Prairie Business Park was approved and recorded. Staff also concluded in that case that the rezoning of those five lots to RPSM also comported to the broad employment land uses recommended for that site in the Comprehensive Plan. However, staff does not feel the presence of RPSM zoning nearby necessarily justifies extension of the district to the subject site given the disparate land use recommendations and their related physical design recommendations from the west side of South Point Road to the east.

Other Considerations

In addition to the land use and physical design recommendations contained in the Pioneer Neighborhood Development Plan, the plan also includes a requirement that applicants for development submit a Transportation Demand Management (TDM) Plan for approval as part of their projects. At the time the neighborhood plan was adopted in 2004, there was significant discussion about the likely traffic impacts implementation of the Pioneer NDP would have on the already heavily traveled regional corridors of Mineral Point Road (CTH S) and CTH M that form the northern and eastern boundaries of the planning area, respectively. In an effort to mitigate impacts from the high-density development called for in the plan, the plan includes an expectation that a TDM plan be submitted for most non-residential development proposals, including for development in areas recommended for employment uses such as the subject site. The goal of TDM programs is to lessen the impact on the local roadway system by reducing employee trips and vehicle miles traveled. TDM plans may include, among other things, alternative work schedules, ridesharing and car-sharing programs, transit, cycling amenities and other strategies to reduce reliance on single-passenger automobiles. For projects of the scale of the applicant's, implementation of the TDM plan for the project may require individual buildings within the site to adopt their own TDM plan to be overseen by a project-wide transportation management association.

At the present time, the applicant has not submitted a TDM plan for the proposed development, which calls for between 500,000-800,000 square feet of commercial space (per the letter of intent) to be developed on the 26.9-acre site. Staff feels that, at a minimum, a TDM plan for this development should be reviewed by the Planning Division and Traffic Engineering Division for conformance with the objectives of the neighborhood plan prior to the project proceeding.

Finally, staff believes that special attention will need to be paid to the transition between the proposed employment district and the Cardinal Glenn residential development located to the south of the site across Silicon Prairie Parkway.

The Cardinal Glenn development calls for two-family and multi-family residential uses to be developed along the south side of Silicon Prairie Parkway opposite the employment uses generally recommended between Silicon Prairie Parkway and Mineral Point Road. The concept plan for the subject site calls for the possible future development of a three-story commercial building with a FAR of 0.55 at the northeastern corner of Silicon Prairie and South Point Road (Building II) opposite a series of two-story townhouse buildings that have been constructed to the south. Staff feels that a three-story scale and mass opposite these townhomes may be appropriate but believes that a plat restriction to limit development to no more than three stories and 40 feet in height on proposed Lot 1 adjacent to Silicon Prairie Parkway would be in order. A similar restriction may also be appropriate on proposed Lot 9 further to the east along Silicon Prairie Parkway even though the concept plan currently only envisions a one-story building for that site adjacent to the street. (The scale of the future residential development in Cardinal Glenn subdivision will likely mirror the townhouses that have already been built, though no

specific final plans for other residential development along Silicon Prairie Parkway have been submitted at the present time.)

The Planning Division also believes that any consideration of the transition from the applicant's development to the Cardinal Glenn development to the south should include the stormwater detention facility proposed adjacent to Silicon Prairie Parkway. Although the applicant proposes to dedicate that facility to the City (as occurs in the case of most similar stormwater management facilities), Planning staff believes that it may be appropriate to provide a landscaping treatment on Outlot 1 along Silicon Prairie Parkway that softens the appearance of the southern edge of the development opposite the residences to the south. The applicant can work with the City Engineering Division on the maintenance of the stormwater tract, which may require a maintenance agreement between the developer and the City to ensure that the landscaping installed is properly maintained.

Conclusion

The applicant is requesting approval of RPSM zoning on the subject 26.9-acre parcel, which will be subdivided into 9 lots and 1 outlot for the future development of between 500,000 and 800,000 square feet of primarily office space. The RPSM zoning, which supersedes an earlier request to rezone this site to the more urban business park-supportive RDC zoning district, comports to the employment land uses recommended for most of this site in the Pioneer Neighborhood Development Plan. Staff believes that the RPSM district can also generally implement the neighborhood commercial land use recommended for the northwestern corner of the subject site adjacent to the Mineral Point-South Point intersection in the guise of first floor retail/ service space in what is otherwise proposed to be an office building.

However, staff is concerned that the RPSM zoning district requested may not implement the physical design recommendations that are an integral part of the Pioneer Neighborhood Development Plan, which recommends development of the overall planning area as a high-density, pedestrian-oriented neighborhood. The RPSM zoning district was intended to facilitate the development of park-like suburban office parks, which the Pioneer NDP generally recommends not be developed within its planning boundaries. Instead, the neighborhood plan calls for development of more compact, urban employment centers that include buildings placed closer to adjacent streets, shared and structured parking and a high degree of pedestrian connectivity. The RDC zoning district was created to implement the recommendations for employment zones within the Pioneer neighborhood in part because of the suburban development pattern espoused in existing zoning districts like RPSM and the O-Office districts.

While staff is aware of the applicant's concerns about the RDC master planning process, staff feels that the RDC district would be more appropriate for implementing the employment land uses primarily called for on this site in the Pioneer Neighborhood Development Plan. However, Planning staff would be willing to consider supporting the proposed use of RPSM zoning for the subject site if the applicant can demonstrate that the resulting development can implement the physical design recommendations of the neighborhood plan, which staff feels the proposed concept for the plan does not currently do. In order for this determination to be made and for a final recommendation to be made by staff, the proposed concept plan will need further refinement to show how an urban, compact and pedestrian-oriented project will be developed on this site while adhering to the bulk standards of the RPSM district. Staff also recommends that subdivision covenants be developed for the proposed Silicon Prairie Community Plat that are separate and distinct from the covenants that have been enacted for Silicon Prairie Business Park located across South Point Road so that the restrictions applicable to the subject development can more appropriately address the specific design objectives of the Pioneer

Neighborhood Development Plan. Both a refined concept plan and specific subdivision covenants for this project should also address how the development will manage the transition to the residential development located to the south across Silicon Prairie Parkway.

Staff also feels that its recommendation cannot be completed in the absence of a Transportation Demand Management Plan for this project, since managing vehicle trips in the Pioneer neighborhood was a central issue during the adoption of the plan in 2004.

Staff Recommendations, Conditions of Approval & General Ordinance Requirements
Major/Non-Standard Conditions are shaded

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

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment 3442, rezoning 9414 Silicon Prairie Parkway to RPSM, and the preliminary and final plats of Silicon Prairie Community Plat to the Common Council with recommendations of **referral**. Staff requests that these requests be referred for a sufficient time so that concerns about the applicant's ability to implement the physical design recommendations of the Pioneer Neighborhood Development Plan can be addressed and for a Transportation Demand Management Plan to be reviewed.

Specifically, the Planning Division requests that the applicant 1) submit a revised concept plan for the site showing a build-out at a higher floor area ratio than currently shown and which utilizes shared and structured parking and includes increased pedestrian circulation through the site; 2) submit covenants and restrictions specific to this development, which address how the physical design recommendations of the neighborhood plan will be implemented, and; 3) the Transportation Demand Management Plan.

The conditions from other City agencies listed below are for information purposes only at this time and will become effective upon approval of the requests:

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

1. The developer shall be responsible for a portion of the cost to reconstruct South Point Road. The developer shall construct the improvements or shall pay the City for the cost to construct the improvements.
2. The developer shall construct sidewalk along "A" Street at a minimum, prior to the release of building permits for Lot 5 and Lot 8.
3. Depending on the time of construction, development will either be subject to the South Point Lift Station Sewer Area Charges or the proposed Lower Badger Mill Creek Impact Fee District. The developer shall provide projected sewer flows. The South Point Lift Station has a limited amount of remaining capacity.
4. This plat subject to Stormwater Impact Fee charges for the proposed Lower Badger Mill Creek Impact Fee District.
5. The demolition of the existing house requires a permit from the Madison-Dane County Public Health Department to properly abandon the on-site sewerage disposal system.

6. The developer shall dedicate necessary right of way or convey necessary public easements for a public sidewalk/bike path and construct the sidewalk/bike path along Mineral Point Road as required by the City Engineer and City Traffic Engineer.
7. Cross Oak Drive street name will have to change at the common line between Lots 2 and 3. Coordinate proposed street names with Engineering Mapping. Contact Lori Zenchenko at 266-5952 or Lzenchenko@cityofmadison.com.
8. The developer shall enter into a City/Developer agreement for the installation of public improvements required to serve this plat. The developer shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The developer shall meet with the City Engineer to schedule preparation of the plans and the agreement. The City Engineer will not sign off on this plat without the agreement executed by the developer.
9. It is anticipated that the improvements on A Street/ Redan Drive required to facilitate ingress and egress to the plat will require additional right of way and/or grading easements located outside the plat boundary. The developer shall acquire the right of way and/or sloping easements as required by the City at the developer's expense. In the event that the developer is unable to acquire the right of way and/or sloping easements required, the City shall assist the developer in acquiring the property and the developer shall pay the City for all costs associated with the acquisition.
10. The developer shall construct Madison standard street improvements for all streets within the plat and approximately one half of Silicon Prairie Parkway and South Point Road.
11. The developer shall construct sidewalk/bike path to a plan approved by the City Engineer and complete ditching as required by the City Engineer along South Point Road and Mineral Point Road.
12. The developer shall make improvements to South Point Road and Silicon Prairie Parkway to facilitate ingress and egress to the plat.
13. An erosion control plan and land disturbing activity permit shall be submitted to the City Engineering Division for review and approval prior to grading or any other construction activities. The Pre-construction Meeting for Public Improvements shall not be scheduled prior to issuance of this permit. 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 7.5-tons per acre per year.
14. The following notes shall be included on the final plat:
 - a.) All lots within this plat are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12-feet in width on the perimeter of the plat. For purposes of two (2) or more lots combined for a single development site, or where two (2) or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of six (6) feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be twelve (12) feet in width along the perimeter of the plat. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in

any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.

- b.) The intra-block drainage easements shall be graded with the construction of each principle structure in accordance with the approved storm water drainage plan on file with the City Engineer and the Zoning Administrator, as amended in accordance with the Madison General Ordinances.

15. Prior to the issuance of building permits, the developer shall submit a master stormwater drainage plan to the City Engineering Division for review and approval which shows lot corner elevations to the nearest 0.25-foot. For purposes of the plan, it shall be assumed that grading shall be done on a straight line grade between points unless other information is provided. The proposed slope between points shall always be greater than or equal to .0075 ft/ft. If a break in grade is required between lot corners a shot shall be taken at that break in grade to provide the Engineer with enough information to interpret the plan. The Developer shall also show proposed drainage arrows on the plan to indicate the proposed direction of drainage. The master storm water drainage plan shall be submitted to City Engineering in digital format with elevations/grades/contours shown on the recorded plat map of the development. The digital record shall be provided using the state plane coordinate system – NAD 27. No building permits shall be issued prior to City Engineering's approval of this plan.

The following note shall accompany the master storm water drainage plan:

"For purposes of this plan, it is assumed that grading shall be a straight line grade between points unless otherwise indicated. All slopes shall be 0.75% or steeper. Grade breaks between lot corners are shown by elevation or through the use of drainage arrows."

16. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to detain the 2, 10 & 100-year storm events; control 80% TSS (5 micron particle); provide substantial thermal control, provide oil & grease control from the first 1/2" of runoff from parking areas and; provide infiltration in accordance with NR-151. Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.
17. This site is greater than one acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources.
18. A minimum of two working days prior to requesting City Engineering signoff on the plat, the applicant shall contact Janet Dailey to obtain the final stormwater utility charges that are due and payable prior to sub-division of the properties. The stormwater utility charges (as all utility charges) are due for the previous months of service. All charges shall be cleared prior to the land division (and subsequent obsolesces of the existing parcel).
19. All outstanding Madison Metropolitan Sewerage District (MMSD) and 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. Contact Janet Dailey (261-9688) to obtain the final MMSD billing a minimum of two working days prior to requesting City Engineering signoff.
20. Wisconsin Administrative Code A-E 7.08 identifies when Public Land System (PLS) tie sheets must be filed with the Dane County Surveyor's office. The Developer's Surveyor and/or Applicant must submit copies of required tie sheets or condition reports for all monuments, including center of sections of record, used in this survey, to Eric Pederson, City Engineering. If a new tie sheet is not required under A-E 7.08, Engineering requests a copy of the latest tie sheet on record with Dane

County Surveyor's office. The Applicant shall identify monument types on all PLS corners included on the Plat or CSM. Note: Land tie to two PLS corners required.

21. The applicant shall submit to Eric Pederson, prior to Engineering sign-off of the subject plat, two (2) digital and one (1) hard copy of the final plat to the Mapping/GIS Section of the Engineering Division. The digital copies shall be submitted in both NAD27 & WIDOT County Coordinate System, Dane County Zone datums in either Auto CAD Version 2001 or older, MicroStation Version J or older or Universal DXF Formats and contain the minimum of the following, each on a separate layer name/level number: right of way lines (public and private); lot lines; lot numbers; lot/plat dimensions; street names, and; easement lines (i.e. street, sanitary, storm (including wetland & floodplain boundaries) water, pedestrian/bike/walkway, or any public and/or private interest easement except local service for Cable TV, gas, electric and fiber optics).
22. City of Madison Environmental Project Staff are not aware of any land dedications required for this plat. As a result, a Phase 1 Environmental Site Assessment (ESA) **will not** be required of the applicant. If right of way is dedicated as a result of the project, the applicant shall notify Brynn Bemis (267-1986) to determine if a Phase I ESA will be required.

Traffic Engineering Division (Contact John Leach, 267-8755)

23. Prior to approval, the applicant shall prepare and provide a master ped-bike plan for the plat that is consistent with the City's area wide plans and the plat's specific provisions, to be reviewed and approved by the Traffic Engineer. The applicant may need to modify the right of way to accommodate the ped-bike plan.

24. The applicant shall execute and return declaration of conditions and covenants for streetlights and traffic signals prior to sign off. The applicant will need to provide a deposit for their reasonable and proportionate share of traffic signal costs.
25. The plat shall note "No Access" on the length of South Point Road and Mineral Point Road/ CTH S.
26. Street "A's" access to Mineral Point Road/ CTH S will need to be approved by Dane County Highway and Transportation and may be temporarily denied until street improvements can be made to secure a safe and adequate access.

Zoning Administrator (Contact Pat Anderson, 266-5978)

27. Sec 28.12(12)(e) of the Madison Zoning Ordinance requires the submittal of documentation demonstrating compliance with the approved reuse and recycling plan. Please note, the owner must submit documentation of recycling and reuse within 60 days of completion of demolition.
28. For future development, parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.)

29. Lighting is not required for the future development. However, if it is provided, it must comply with City of Madison outdoor lighting standards and. (See parking lot packet). Lighting will be limited to .10 watts per square foot.

30. The Plan Commission does not grant signage approvals. Signage must be reviewed for compliance with Chapter 31 of the Madison General Ordinances. The Zoning Section of the Department of Planning and Community and Economic Development must issue sign permits prior to sign installations.

Parks Division (Contact Tom Maglio, 266-6518)

This agency did not submit comments for either request.

Fire Department (Contact Scott Strassburg, 261-9843)

31. All lots will have to provide fire access at time of construction due to the size and distance off the street.

Water Utility (Contact Dennis Cawley, 261-9243)

32. All public water mains and water service laterals shall be installed by a standard City subdivision contract. The Water Utility will not need to sign off on the final plans, but will need a copy of the approved plans.

33. 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 Tim Sobota, 261-4289)

This agency did not submit a response for the either request.

3. Employment District (see also Figure 5)

The Employment District is located along Mineral Point Road, between the Pleasant View Road extension and South Point Road. Primary uses within the Employment District will be professional offices; research, development, and testing; technology manufacturing and processing; and/or light industrial uses.

This district will be closely linked to the Research and Development Center and Light Industrial Districts. Combined, there may be over 15,000 jobs in the neighborhood at build out. There will be the physical link of adjacency and the recommended Silicon Parkway extension connecting all three districts.

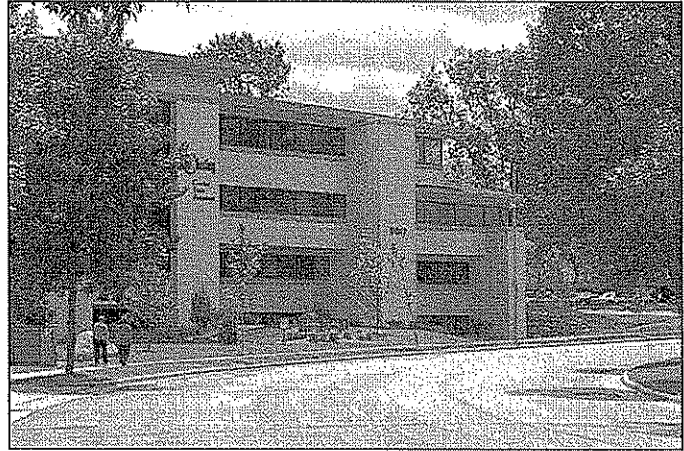
Relationships between various businesses in the three districts should also be fostered. A business, for example, could have its main office within the Research and Development Center District, with satellite office and manufacturing spaces in the Employment District or Light Industrial District. These relationships may also include shared conferencing facilities, joint grounds maintenance contracts, shared redundant power systems, jointly funded communications infrastructure, a common business association, a job training center, interactions between design review boards and management entities, attempts to recruit complementary businesses, and a day care center.

An urban form will be emphasized in the Employment District. Buildings within the Employment District will range from one to four stories, with building entrances oriented toward the street. Buildings located along Mineral Point Road will be designed with similar architectural style and materials on all sides of the building. It will be important to pay special attention to building and site design for buildings along the eastern extension of Silicon Parkway in order to seamlessly transition into the Medium Density Residential uses on the south side of the road.

Within the Employment District, on-street parking will be available on all streets, except Mineral Point Road and the Pleasant View Road extensions. Employee parking and loading areas will be located either behind or alongside the buildings. Small visitor parking areas will be allowed in front of the building. Underground, structured, and shared parking will be encouraged. Bike parking facilities will also be provided. All development will be expected to prepare Transportation Demand Management Plans and to participate in a transportation management association.

This area had been considered for large-scale regional retail development as an alternative to the proposed Employment District. If instead developed with regional retail uses, the area would be capable of supporting at least two large anchor department stores, a number of strip center stores, and several outlets for fast food. In all, well over a half million square feet of retail could be built here. This type of use pattern may lead to challenges for other existing centers on the west side.

Local geography also provides clues to why this area would be better suited to the uses outlined in this *Plan*. The area would be nearly one mile west of the Beltline and travelers would need to pass the UW Research Center before reaching the retail district, increasing traffic along the way. This traffic would almost certainly be automobile traffic, because large scale regional development is generally not built to support transit use. Businesses would likely want large buildings and signs, in part due to the business format and in part because the area is so far away from the Beltline. Moreover, it is logical that if regional retail were allowed in this spot, other requests would follow west along Mineral



Example of professional office building appropriately suited for the Employment District.

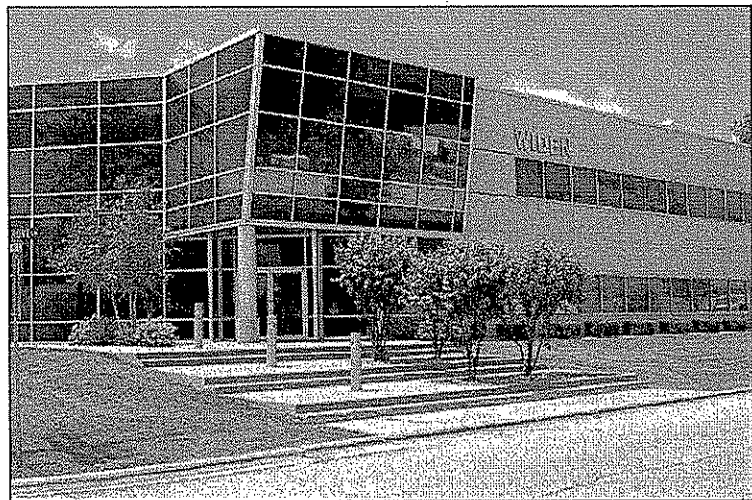
Point Road, blurring a potentially well-defined edge to Madison and increasing development pressure in the Driftless Area. This *Plan* instead suggests that the eastern edge of UW Research Center is a logical “break point” for regional retail.

In comparison to large-scale regional retail development, the planned Employment District will support businesses that:

- Are more in keeping with the goal of creating a distinct neighborhood with a strong sense of place;
- Promote more economic development opportunities and a more diverse, robust tax base;
- Provide potentially higher employee wages and benefits;
- Are typically locally owned and operated, resulting in a greater effect on the local economy;
- Occupy buildings that are more conducive to re-use and lots with more pervious cover;
- Generate comparatively lower auto traffic; and
- Could better support high capacity transit service.

4. Light Industrial District (Silicon Prairie)

The Light Industrial District is located west of South Point Road at its intersection with Mineral Point Road. This location provides good physical access to the regional transportation network. As mentioned above, the Light Industrial District should be physically and programmatically linked to both the Research and Development Center District and the Employment District. However, it will likely be developed at somewhat lower densities.



Light industrial building with pedestrian-scale entrance and attractive landscaping

Much of the Light Industrial District is already under development as the Silicon

Prairie Business Park. As part of Phase One, Welton Enterprises Inc. is marketing eight lots ranging in size from 1.5 to 5.5 acres. Phase Two of the Silicon Prairie Business Park will have nine lots ranging in size from 2 to 13.5 acres. The lots are zoned SM-Specific Manufacturing District, established to accommodate “clean” light-industrial uses focused on production, assemblage, and light processing. All activities, except loading, must take place within enclosed buildings. The Silicon Prairie Business Park is also subject to protective covenants, which place use restrictions and building, landscaping, and other design requirements on the development.

The Light Industrial District also includes approximately 30 acres of land for a new Public Works facility. As the City of Madison continues to grow, its two existing public works facilities will not be able to efficiently provide services to the far west side of the City. In order to accommodate the City's westward growth, the City began to evaluate possible locations for an additional Public Works facility. In 1993, the City conducted an analysis of alternative sites for a west side location. After weighing advantages and disadvantages, the City decided to purchase land within the planning area for a new Public Works facility. A drainage corridor south of the Public Works facility will provide a buffer between the facility and the residential uses planned to the south.