



PREPARED FOR THE URBAN DESIGN COMMISSION AND PLAN COMMISSION

Project Address: 501-517 Commerce Drive
Application Type: Rezoning
Legistar File ID # [33590](#)
Prepared By: Heather Stouder, AICP, Planning Division
Report Includes Comments from other City Agencies, as noted

Summary

Applicant/Project Contact: David Baum; Architecture 2000; 311 E. Chicago, Suite 310; Milwaukee, WI 53202

Property Owner: All Saints Cottages and Condos, Inc.; 702 South High Point Road; Madison, WI 53719

Requested Action: Approval of a rezoning from A (Agriculture) and PD (Planned Development) District to Amended PD GDP-SIP (Planned Development General Development Plan – Specific Implementation Plan for the construction of Phase 3 of the All Saints Campus, including 48 senior apartments, 60 assisted living units, and a retail space at 501, 509, and 517 Commerce Drive.

Proposal Summary: As part of the PD-SIP, the applicant proposes to build a 129,000 square foot mixed-use building with a 4,593 square foot retail space at the corner of Watts and Commerce Drive, a 4,739 square foot commercial space facing inward to the building, 48 senior apartment units restricted to residents age 55 and older, 60 assisted living units, and associated common spaces for residents.

Also mentioned in the narrative of the submittal and shown on the Engineering drawings, is a request for the underlying PD-GDP to include a future 40-48 bed skilled nursing facility and the existing free-standing 12-unit apartment building.

Applicable Regulations & Standards: This proposal is subject to the standards for rezoning (MGO Section 28.182) and for Planned Developments (MGO Section 28.098).

Review Required By: Urban Design Commission (UDC), Plan Commission (PC), Common Council (CC)

Summary Recommendation: Planning Division staff recommends that the Plan Commission find that the rezoning and Planned Development standards can be met for the subject property, and forward the request to the Common Council with a recommendation to **approve** the request.

Background Information

Parcel Location: The subject property is located at the southeast corner of Commerce Drive and Watts Road; Planned Development and Agriculture zoning districts; Aldermanic District 9 (Skidmore); Madison Metropolitan School District.

Existing Conditions and Land Use: The site is currently undeveloped, but was approved in 2004 as a Planned Development for a 108-unit multi-family senior residential condominium development in five separate buildings.

Surrounding Land Use and Zoning:

North: Undeveloped land in the PD District, approved in 2006 and recorded in January 2007 as part of the Ganser Heights General Development Plan for a restaurant and a multi-tenant commercial building.

East: Across Watts Road to the east, the Princeton Club and a dental office, both in the PD District.

South: 12-unit residential condominium building, part of the All Saints campus, in the PD District, and undeveloped land in the Agriculture District. Further to the south, a monastery, church, and associated lands on over 75 acres in the SR-C1 and Agriculture Districts.

West: All Saints Retirement Center, a three-story apartment building in the PD (Planned Development) District

Adopted Land Use Plan: The Comprehensive Plan (2006) recommends medium-density residential uses for a majority of the subject property, and special Institutional uses for a small portion of the southeast part of the site. There is no more detailed neighborhood plan for this area.

Zoning Summary: This property as proposed would be within the PD-SIP (Planned Development – Specific Implementation Plan) District.

Bulk Requirements	Required	Proposed
Lot Area	As per approved plans	As per submitted plans
Lot width	As per approved plans	As per submitted plans
Usable open space	As per approved plans	As per submitted plans
Front yard	As per approved plans	As per submitted plans
Side yards	As per approved plans	As per submitted plans
Rear yard	As per approved plans	As per submitted plans
Floor area ratio	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	As per approved plans	As per submitted plans
Accessible stalls	As per approved plans	As per submitted plans
Loading	As per approved plans	To be shown on final plans
Number bike parking stalls	1 per unit (50) (60) 1 space per 10 dwelling units Assisted living: 1 per 4 units + 1 per 5 employees: TBD Retail: 1 per 2,000 sq.ft.: TBD	TBD
Landscaping	Yes	Yes
Lighting	Yes	Yes

Other Critical Zoning Items: Urban Design (PD), Barrier free (ILHR 69), Utility easements
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Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.

Public Utilities and Services: This property is served by a full range of urban services, including Metro Transit Route 73.

Related Approvals

On June 15, 2004, the Common Council approved a preliminary and final All Saints Plat and a rezoning from R4 to PUD-GDP-SIP for this property, for the construction of a total of 108 senior residential units in five buildings on five lots.

A related Certified Survey Map will be required to eliminate platted lot lines which currently run through proposed buildings, and to incorporate the area in the southeast portion of the subject site to be purchased from the Bishop O'Connor Center to the south. Also, an amendment to the condominium for the existing 12-unit building on the property will be required, since the proposal would utilize lands within this condominium.

The proposal has been presented to the Urban Design Commission in four informational sessions on August 7, 2013, November 13, 2013, March 19, 2014, and April 23, 2014 (see attached reports). The Urban Design Commission will formally review the proposal on May 7, 2014 in order to make a recommendation to the Plan Commission, since it is a Planned Development.

Project Description

The applicant is requesting approval for an amended PD-GDP for Phase 3 of the All Saints Campus, a continuum of care for seniors, and for a new PD-SIP encompassing a majority of the site. The PD-GDP amendment would change the previous approval for 108 units in five separate buildings to allow for development of senior apartments and assisted living in one large building, a skilled nursing facility in a future building, and the 12-unit condominium building already existing on the site.

As part of the PD-SIP, the applicant proposes to build a 129,000 square foot, mixed-use building ranging in height from two to six stories. The western portion of the building oriented along Commerce Drive includes a 27-stall parking area and a 4,593 retail space at the lowest level, a 33-stall parking area on the second level, a "main street" area with common dining, library, and additional commercial space available for use by the entire campus and the public on the third level, and 48 age-restricted senior apartment units on the upper three levels. Of the 48 apartment units, 27 are one-bedrooms and 21 are two-bedrooms.

The eastern portion of the building oriented along Watts Road includes a 77-stall underground parking area and 60 assisted living units and associated common spaces on the second and third floors. In the middle of the two main building components is a chapel area serving the whole campus.

Also as part of the PD-SIP, a 35-stall surface parking area is proposed just south of the buildings, with access from both Commerce Drive and Watts Road. Finally, a 128-foot long covered pedestrian bridge is proposed over Commerce Drive, linking this site to the 144-unit apartment building across Commerce Drive to the west, so that residents of the entire campus can easily access the new "main street" amenities regardless of weather.

The future skilled nursing building shown on plans in the southeast portion of the site is approximately 300 feet long and 2 stories. Further architectural details will be provided with a future PD-SIP request.

Building Placement and Massing

The proposed building is roughly shaped like an upside-down "V", placed 22 feet from Commerce Drive, with the setback ranging from 22 to 60 feet from Watts Road. Along Commerce Drive, the building is 5-6 stories above grade and 252 feet long. The building is 6-stories tall at the corner of Watts and Commerce, and due to the grading of the site, becomes a three and then two-story building moving eastward along Watts Road. In total, the building is 474 feet long along Watts Road.

The topography on the site is significant, with a 33 foot rise from the northwestern portion of the site to the eastern edge along Watts Road. This grade change helps to break up the massing of the building, which transitions from a two-story component to a six-story component. A broad open courtyard lies between the two building components, just outside the chapel area.

Access and Parking

A surface driveway through the site can be accessed from both Watts Road and Commerce Drive, leading to the 35-stall surface parking area and a drop-off circle. The two levels of structured parking (total of 137 stalls) are accessed from separate driveways off of Commerce Drive. No bicycle parking has been identified on plans (see Zoning Condition No. 35).

Building Exterior and Site Details

The most recently submitted plans show a building with a stone base, fiber cement siding and asphalt shingles on a hipped roof. Units have balconies, which help to articulate the building.

Site landscaping includes foundation plantings and shrubs along all components of the building, including along the interior courtyard area. Fourteen canopy trees are placed within and near the surface parking area and driveway through the site. Additional trees and shrubs are clustered in the central courtyard space.

Project Analysis and Conclusion

Consistency with Adopted Plans

The proposal is consistent with the Comprehensive Plan recommendation for medium density residential uses. Including the future 48-bed skilled nursing facility, the 4.7 acre site would include a total of 168 units. If a density calculation included each of the beds in the skilled nursing facility as residential units, this would equate to a density of 39 units per acre.

Building Exterior

While staff had encouraged the applicant to study a design with a flat roof, brick base and more urban feel, staff believes that the proposed building exterior complements surrounding buildings on the All Saints Campus. Following previous informational presentations, the Urban Design Commission has stressed the importance of better integrating the materials on the portion of the building along Commerce Drive, so that it does not read as a building placed on top of another. Staff agrees with this advice, and looks forward to feedback from the UDC on whether efforts made in the most recently submitted plans to address this issue have been successful.

Standards for Approval of Zoning Map Amendments

Per Section 28.182(6) of the Zoning Code, zoning map 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.” Staff believes that this standard can be met.

Planned Development Rezoning

Aside from a small area in the southeast portion of the subject site, this property area has long been approved as a Planned Development – General Development Plan for age-restricted senior housing. The current PD-GDP proposal would result in a greater density of overall units, if the future skilled nursing facility is included in the calculation. Otherwise, the 48 apartment units and 60 independent living units equal the 108 dwelling units formerly approved in the PD-GDP for the site. Below are the standards for approval for Planned Developments, along with a brief staff analysis of each.

(a) The applicant shall demonstrate that no other base zoning district can be used to achieve a substantially similar pattern of development. Planned developments shall not be allowed simply for the purpose of increasing overall density or allowing development that otherwise could not be approved unless the development also meets one or more of the objectives [in the Statement of Purpose]. Conditions under which planned development may be appropriate include:

- 1. Site conditions such as steep topography or other unusual physical features; or*
- 2. Redevelopment of an existing area or use of an infill site that could not be reasonably developed under base zoning district requirements.*

Staff believes that since this is already a Planned Development, continuation as a Planned Development is the best way forward. With regard to the small portion in the southeastern portion of the site currently zoned Agriculture, which will accommodate part of the future skilled nursing facility, it makes sense in this case to include it in the existing and expanding Planned Development.

(b) The PD District plan shall facilitate the development or redevelopment goals of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans.

Staff believes that this standard is met. The proposal furthers the recommendation in the Comprehensive Plan for medium-density residential uses.

(c) The PD District plan shall not adversely affect the economic health of the City or the area of the City where the development is proposed, including the cost of municipal services.

Staff believes that this standard can be met, so long as conditions of approval by reviewing agencies are adequately addressed.

(d) The PD District plan shall not create traffic or parking demands disproportionate to the facilities and improvements designed to meet those demands. A traffic demand management plan may be required as a way to resolve traffic and parking concerns. The Plan shall include measurable goals, strategies, and actions to encourage travelers to use alternatives to driving alone, especially at congested times of day. Strategies and actions may include, but are not limited to, carpools and vanpools; public and private transit; promotion of bicycling, walking and other non-motorized travel; flexible work schedules and parking management programs to substantially reduce automobile trips.

Staff believes that this standard can be met. The 172 automobile parking stalls associated with the proposal should adequately serve the proposed facilities for residents, visitors, and customers of the commercial space.

As mentioned in Zoning comments, bicycle parking will need to be provided on the site to meet minimum zoning requirements. This is particularly important for the 48 apartment units.

This site is served by Metro Transit, but staff recommends that the applicant provide information on any private shuttle services that may be available to residents, to ensure that they have adequate access to nearby amenities (see Planning Condition No. 5 and Traffic Engineering Condition No. 39).

(e) The PD District plan shall coordinate architectural styles and building forms to achieve greater compatibility with surrounding land uses.

Early in the review process, staff recommended that the applicant consider a more urban architectural direction with a flat roof and brick, rather than stone, as a primary building material. The latest version of the plans has a stone base, fiber cement siding on upper levels, and a hipped asphalt roof. This is consistent with that of the existing 144-unit apartment building across Commerce Drive the west. While it may not be supported as a standalone building, staff believes that the architecture does meet this standard as part of the larger All Saints Campus.

(f) The PD district shall include suitable assurances that each phase could be completed in a manner that would not result in an adverse effect upon the community as a result of termination at that point.

Staff believes this standard can be met, noting that if the project terminated following construction of one of the two building components, there would not necessarily be an adverse effect on the community. If the project is to be phased, staff requests that the applicant submit an option for the building exterior where the building components are joined.

Staff supports the proposal for Phase 3 of the All Saints Campus as a continuum of care for seniors. So long as all conditions of approval are addressed, staff believes that the standards for Rezoning and Planned Developments can be met.

Recommendation

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

Staff recommends that the Plan Commission find that the Planned Development and rezoning standards can be met for the subject property, and that the Plan Commission recommend that the Council **approve** the a request. This recommendation is subject to input at the public hearing and the conditions recommended by the Planning Division and other reviewing agencies.

Recommended Conditions of Approval

Major/Non-Standard Conditions are Shaded

Planning Division (Contact Heather Stouder, 266-5974)

1. The Zoning Text shall be revised to reflect that building setbacks will be allowed “as shown on approved plans”, rather than allowing for buildings to be placed ten feet from the property lines.
2. Final plans submitted for staff review and approval shall be correctly scaled and include dimensions such as setbacks and building widths.
3. Final plans submitted for staff review and approval shall include elevation drawings with a detailed schedule of materials, including colors and window types.

4. Final plans submitted for staff review and approval shall not include any signage on the pedestrian walkway over Commerce Drive.
5. Final plans submitted for staff review and approval shall include any plans for private transit and shuttle services for residents to augment the existing Metro Transit service.
6. If the proposed building is to be phased over time, final plans submitted for staff approval and sign-off shall include an option showing the complete exterior of the Phase 1 building, including the area now assumed to connect to the other building component.
7. The final landscape plan shall include a categorized landscape schedule including "Canopy Trees", "Ornamental Trees", "Shrubs", and "Perennials".
8. Prior to submitting plans for staff review and approval, the final design approval for the proposal shall be granted by the Urban Design Commission, and all Urban Design Commission conditions shall be addressed in final plans.

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

9. The proposed new buildings will cross underlying platted lot lines. Current fire code and City enforcement requires the underlying platted lot lines be dissolved by Certified Survey Map (CSM) prior to issuance of a building permit. The required CSM documents and required supporting information shall be prepared and submitted to the City of Madison Planning Department. The CSM shall be approved by the City and recorded with the Dane County Register of Deeds prior to issuance of a building permit.
10. The site plan and future Certified Survey Map shall include the lands acquired from the Bishop O'Connor Center.
11. The site for the future 2 Story Skilled Nursing includes lands currently within the Hillside Estates At All Saints Condominium. A Condominium Removal Instrument and associated Condominium Amendment to the existing condominium to remain shall be required to include any of these current condominium lands in the new lot. The amendment shall also remove the future expansion area that is designated over the remainder of the property to be included in the Certified Survey Map.
12. The plans propose a skywalk to connect facilities over Commerce Drive. If this connection over public right-of-way is approved by the City of Madison, the Owner(s) will be required to enter into a lease agreement drafted by the City of Madison Office of Real Estate Services permitting the construction and maintenance of the Skywalk over the public right-of-way. The lease shall be recorded with the Dane County Register of Deeds prior to issuance of a building permit.
13. The proposed 2 Story Skilled Nursing building will encroach into an existing Ped/Bike Easement per Document No. 4038324. An amendment to the easement that is drafted and approved by City of Madison staff will be required for any changes to this easement.
14. Existing internal Ingress and Egress Easements as shown on the All Saints plat and any other reciprocal easements/agreements will be required to be amended/restated as necessary to accommodate the changes proposed.
15. The applicant shall be aware that reciprocal easements and agreements including, but not limited to, access, parking, utilities, common areas, storm management and other items will likely be necessary to accomplish the development as proposed.
16. Provide drawings stamped by a Professional Engineer for the proposed overhead bridge of Commerce Drive.
17. This has been a difficult site for controlling erosion. The Developer shall implement diversion of offsite runoff as part of the erosion control plan.

18. The proposed cut out for the proposed loading zone and adjacent ramp across Commerce Drive will need to be approved by Traffic Engineering. This work, if approved, will require a Developer's Agreement for improvements in the right of way.
19. This property may have sanitary sewer area charges that are due and payable prior to the approval of the site plans. Contact Mark Moder at 261-9250 for details.
20. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project (MGO 16.23(9)c).
21. Submit a PDF of all floor plans to zenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
22. The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass (POLICY).
23. 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).
24. 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).
25. All damage to the pavement on Commerce Drive, Watts Road 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).
26. The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used (POLICY and MGO 10.29).
27. Effective January 1, 2010, The Department of Commerce's authority to permit commercial sites, with over one (1) acre of disturbance, for stormwater management and erosion control has been transferred to the Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City of Madison has been required by the WDNR to continue to review projects for compliance with NR216 and NR-151 but a separate permit submittal is now required to the WDNR for this work as well. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process.

As this site is greater than one (1) acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the Wisconsin Department of Natural Resources, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Contact Eric Rortvedt at 273-5612 of the WDNR to discuss this requirement. Information on this permit application is available on line <http://dnr.wi.gov/Runoff/stormwater/constformsinfo.htm> (NOTIFICATION).
28. Prior to approval, this project shall comply with MGO Chapter 37 regarding stormwater management. Specifically, this development is required to control 80% TSS (5 micron particle) off of new paved surfaces,

provide infiltration in accordance with MGO Chapter 37, provide oil and grease control from the first 1/2" of runoff from parking areas, and complete an erosion control plan and weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by MGO 37.

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

29. The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
- e) Right-of-Way lines (public and private)
- f) All Underlying Lot lines or parcel lines if unplatted
- g) Lot numbers or the words "unplatted"
- h) Lot/Plat dimensions
- i) Street names

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

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

30. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set (POLICY and MGO 37.09(2)).

PDF submittals shall contain the following information:

- a) Building footprints
- b) Internal walkway areas
- c) Internal site parking areas
- d) Lot lines and right-of-way lines
- e) Street names
- f) Stormwater Management Facilities
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

31. The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Mgmt 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)).

32. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Schmidt (608-

261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff (MGO 16.23(9)(d)(4)).

33. 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).

Zoning Administrator (Contact Pat Anderson, 266-5978)

34. The zoning text shall be modified to include an occupancy limitation, utilizing the family definition applicable to the SR-V2 zoning district.
35. Provide the minimum bike parking stalls for the residential component of the project. Bike parking shall be located in a safe and convenient location on an impervious surface subject to section 28.141(11) to be shown on the final plan. Bike parking for the proposed other components of the project shall comply with the requirements in sec. 28.141(4)(g) and 28.141(11) and future tenants shall be calculated at the time building permits for occupancy are requested. Provide a detail of the proposed bike rack.
36. A minor alteration to the adjoining PD receiving the Skywalk (8202 Highview Drive) shall be required. Work with zoning staff to facilitate this application.

Traffic Engineering (Contact Eric Halvorson, 266-6527)

37. Driveway access from Watts Road as shown in the submitted plans is likely to result in rear end crashes on Watts Road. To ensure safety of residents accessing the proposed development and the general traveling public, applicant shall enter into a developer's agreement with the City Engineering division to install a left turn bay on Watts Road at the proposed driveway access from Watts Road.
38. Improvements within the public right of way and restrictions on use of the public right of way such as the loading zone shown on the submitted plans are not approved through the rezoning process. These improvements will require further approval by the board of public works and the pedestrian bicycle commission. The applicant shall not assume that approval of submitted plans is approval for use of the public right of way.
39. The applicant shall prepare a Shuttle Operations Plan for the site to be reviewed and approved by the City Traffic Engineer. This shall include hours of operation and accessibility to residents.
40. Senior living facilities generate a higher expectation of roadway pedestrian treatments than typical developments. Applicant shall provide an \$8,000 deposit for enhanced pedestrian treatment near this facility. This is in addition to any deposit deemed necessary for work related to construction of the development. Type and timeframe of any pedestrian treatments are at the discretion of the City Traffic Engineer.
41. Applicant shall provide a connected skyway to the existing facility located at 8202 Highview Drive as shown in the submitted plans. This is essential to the safe operation of the senior living facility.
42. 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.
43. 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.

44. 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.
45. All parking facility design shall conform to MGO standards, as set in section 10.08(6).

Fire Department (Contact Bill Sullivan, 261-9658)

46. While MFD does not object to the general development plan at this site, MFD does have questions regarding the specific plans at the current development level. These questions include class of construction, allowable construction height, occupancy, occupancy separation, and emergency evacuation procedures and occupant capabilities.
47. Provide fire apparatus access as required by IFC 503 2012 edition, MGO 34.503.

Parks Division (Kay Rutledge, 266-4816)

48. 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)) may be required for all new residential development in this subdivision. The developer must select a method for payment of park fees before signoff on the rezoning. This development is within the Elver park impact fee district (SI31). Please reference ID# 05109.1 when contacting Parks about this project.
49. Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

Metro Transit (Tim Sobota, 261-4289)

50. In coordination with public works improvements, the applicant shall install a new concrete passenger boarding pad on the south side of Watts Road, east of Commerce Drive. The concrete pad shall occupy the full distance of the terrace, measure a minimum of 10 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
51. The applicant shall install and maintain a shelter structure with bench seating in the adjacent property landscape plan, generally across the sidewalk from the new concrete boarding pad.
52. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.
53. Metro Transit operates daily transit service along Watts Road through the Commerce Drive intersection adjacent the project site. The existing bus stop #6191, west of the Commerce Drive intersection, was improved with a concrete boarding surface and bench seating amenity by the developers in conjunction with the original All Saints project in this quadrant of the intersection.
54. Metro Transit has received multiple feedback requests in recent years from tenants residing in the existing All Saints development, asking that a shelter be made available for the buses that serve this stop. Metro Transit would anticipate similar requests from the residents and visitors/employees in the new facility.
55. Rather than further improve the existing bus stop west of the Commerce Drive intersection, Metro Transit plans to permanently relocate this bus stop to just east of (past) the intersection – upon completion of this project – in large part due to the fact that this location has come under study on the City of Madison’s traffic signal priority list.

No other agencies submitted comments for this request.