

PLANNING DIVISION STAFF REPORT

August 8, 2016



PREPARED FOR THE PLAN COMMISSION

Project Address: 114 Milky Way (3rd Aldermanic District – Ald. Hall)
Application Type: Conditional Use
Legistar File ID # [43422](#)
Prepared By: Chris Wells, Planning Division
Report Includes Comments from other City Agencies, as noted
Reviewed By: Jay Wendt, Principal Planner

Summary

Applicant & Property Owner: Kevin Newell; Royal Capital Group; 710 N. Plankinton Street; Milwaukee, WI 53203

Contact: Brian Munson; Vandewalle & Associates; 120 Lakeside Street; Madison, WI 53715

Requested Action: Consideration of a conditional use to construct a residential building complex with 94 units in six buildings at 114 Milky Way.

Proposal Summary: The applicant proposes to construct 94 multi-family residential units within 6 stacked flat apartment buildings surrounding a central courtyard and clubhouse building. The site includes 105 underground covered parking stalls and 33 surface parking stalls. Construction of the proposed development is planned to commence in 2016 with completion anticipated in 2018.

Applicable Regulations & Standards: This request is subject to the approval standards for Conditional Uses [MGO 28.183] and TR-U1 District Standards [MGO 28.050]. As a residential building complex, review by the Urban Design Commission is also required [MGO 33.24(4)(c)]. Section 28.032(1) of the Zoning Code states that both a residential building complex as well as a multi-family dwelling containing more than 8 units in the TR-U1 (Traditional Residential - Urban 1) District is a Conditional Use.

Review Required By: Urban Design Commission (UDC) and Plan Commission (PC).

Summary Recommendation: The Planning Division recommends that the Plan Commission find that the standards could be found met and **approve** the conditional use to construct a residential building complex at 114 Milky Way. This recommendation is subject to input at the public hearing, the recommendations of the Urban Design Commission, and the conditions recommended by the reviewing agencies.

Background Information

Parcel Location: The 5.02-acre subject property is located at the northwest corner of the North Addition to Grandview Commons at the intersection of Milwaukee Street and Milky Way. The site is within Aldermanic District 3 (Ald. Hall) and is within the limits of the Madison Metropolitan School District.

Existing Conditions and Land Use: The property is undeveloped.

Surrounding Land Use and Zoning: The adjacent properties to the south and west are within the Grandview Commons – North Subdivision Plat.

North: Across Milwaukee Street, a vacant parcel, zoned A (Agriculture);

South: A future City of Madison Park, zoned TR-P (Traditional Residential – Planned);

East: Single-Family Residences, zoned TR-P; and

West: The Homburg Quarry, zoned A (Agriculture).

Adopted Land Use Plan: The Comprehensive Plan recommends Low-to-Medium Density Residential (LDR) uses for the subject property. The Sprecher Neighborhood Development Plan recommends Low-Medium Density Residential uses for the subject property.

Zoning Summary: The property is zoned TR-U1 (Traditional Residential - Urban 1).

Requirements	Required	Proposed
Lot Area (sq. ft.)	1,000 sq. ft./d. u. + 300 sq. ft. per bedroom > 2 (104,200 sq. ft.)	218,557 sq. ft.
Lot Width	50'	459'
Front Yard Setback	15' or average	11.3'
Max. Front Yard Setback	30' or up to 20% greater than block average	11.3'
Side Yard Setback	10'	40.2' north 19.2' south
Rear Yard Setback	Lesser of 25% lot depth or 25'	82.1'
Usable Open Space	320 sq. ft. per d. u. (30,080 sq. ft.)	Adequate
Maximum Lot Coverage	75% (163,917.75 sq. ft.)	59% (128,940 sq. ft.)
Maximum Building Height	5 stories/ 65'	2 stories
Number Parking Stalls	Multi-family dwelling: Minimum 1 per dwelling (94) Maximum 2.5 per dwelling (235)	33 surface 106 enclosed (139 total)
Accessible Stalls	Yes	No
Loading	No	No
Number Bike Parking Stalls	Multi-family dwelling: 1 per unit up to 2-bedrooms, plus ½ space per add'l bedroom; (111) 1 guest space per 10 units (9)	33 surface 104 enclosed (137 total)
Landscaping	Yes	Yes
Lighting	Yes	No
Building Forms	Yes	Yes, Large Multi-Family Building
Other Critical Zoning Items	Urban Design; Barrier Free (ILHR 69); and Utility Easements	

Table Prepared by Jenny Kirchgatter, Assistant Zoning Administrator

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. Metro Transit however, only operates weekday peak-hour transit service along Milwaukee Street, with a stop immediately adjacent to the proposed development, at the intersection with Milky Way. Daily, all-day transit service is on Thompson Drive west of the Interstate, approximately 0.4-mile walking distance from the project site. **(Metro has provided a separate memo to the Plan Commission regarding the project's access to transit. More discussion of this memo may be found in the analysis section).**

Project Description

The applicant is requesting multiple conditional use approvals for 1) a residential building complex; and 2) a multi-family dwelling containing more than 8 units in order to construct 94 multi-family residential units within six stacked-flat apartment buildings surrounding a central courtyard and clubhouse building. The site includes 105 underground covered parking stalls and 33 surface parking stalls. Construction of the proposed development is planned to commence in 2016 with completion anticipated in 2018.

The vacant, 5.02-acre, subject property is located at the northwest corner of the Grandview Commons North Plat along Milwaukee Street, immediately east of the Homburg Quarry. It is zoned TR-U1 (Traditional Residential – Urban 1) and was approved for 100 multi-family housing units as part of the approval of the *North Addition to Grandview Commons* subdivision on April 8, 2014 by the Common Council.

Oriented towards families, the 94 units will be made up of 28 two-bedroom units, 32 two-bedroom units with dens, and 34 three-bedroom units, spread evenly throughout the six buildings. Four of the six buildings are grouped in pairs, each with their alley-loaded garages facing each other. The remaining two buildings ('A1' & 'A2') serve as bookends while simultaneously addressing the street along Milky Way. The majority of units will either have a front stoop or a balcony looking out onto green space in addition to having an enclosed parking stall located within the building and accessed via a drive alley. 105 enclosed parking stalls are provided in this manner while the 33 parking stalls will be located externally along the western perimeter of the site.

Centrally-located amongst the site's six buildings is a central green space with a roughly 2,200-square-foot communal clubhouse which will house a fitness center, computers, and a small rental office. This central area will be the development's focus feature as it will be the gathering space for the residential community.

In addition, located underneath the central green will be bio-retention tanks which will collect and therefore help mitigate stormwater runoff. Additional stormwater retention will be provided by a surface bio-retention basin located at the north of the site, between building "B1" and Milwaukee Street.

The residential building's exteriors consist of a geometric interplay of a khaki-, white- and off-white-colored cement board lap siding, and cedar-colored composite panels. The primary façades will have a (barely visible) base of a masonry brick. This base for the 'C1' building on the south of the lot however becomes entirely exposed along the southern elevation as the grade slopes away significantly towards the south. Staff would like the applicant to address the treatment of the lower level of this elevation in order to better integrate it with the rest of the composition. Finally, the windows are vinyl and the balconies are a prefabricated aluminum with a wire mesh screen.

For landscaping, overstory trees such as Maples, Elms, Tamaracks, and Linden provide shade in scattered groupings around the perimeter of the site while smaller trees like Hackberry, Poplar, Beech, and Birch trees are planted closer to the buildings to provide variation. Honeylocusts, Serviceberry, and Ginkos are planted at various locations along the alleys while Hackberry trees frame the western surface parking lot. Plantings of Oak, Pear, and Spruce are planted along this western border, to provide visual buffering from the quarry located immediately adjacent to the west. Lastly, shrubs such as Juniper, Yew, Spirea, and Cypress are deployed along the buildings' foundations as well as the walkway east of the clubhouse.

Analysis

Conformance with Adopted Plans

The Comprehensive Plan recommends Low-Density Residential (LDR) uses for the subject property. The Plan defines low-density residential as *"an average of less than 16 units per net acre but states that small areas of slightly higher density may exist, either due to the historical development pattern or based on a specific recommendation in an adopted neighborhood or special area plan."* It also specifies that small-scale apartment complexes comprised of relatively small, low-rise buildings (such as garden apartments) would be appropriate in LDR zones.

The Sprecher Neighborhood Development Plan (1998) recommends Low-to-Medium Density Residential uses for the subject property (which it defines as 8-11 dwelling units per acre (du/ac)). The Sprecher Plan states that *"...most, but not necessarily all, of the low-medium and medium-density housing will consist of multi-family housing types, including duplexes, apartments, townhouses, and other forms of clustered housing---and will include both condominium and rental housing."*

Regarding flexibility of the recommendations, the Sprecher Plan states: *"The mapped locations for housing in different density ranges are illustrative of the recommended development pattern, but some flexibility in implementing the recommendations is assumed. It is not expected that every residential development will necessarily correspond exactly to the specific density range indicated--- but that the general pattern and distribution of densities and housing types be consistent with the intent of the neighborhood plan recommendations."*

Concerning the conformity of the subject property (i.e. a TR-U1-zoned, medium-density, multi-family lot), with the Sprecher Neighborhood Plan, as noted in the Planning Division staff report regarding the approval of the *North Addition to Grandview Commons* subdivision dated March 10, 2014:

The Sprecher Neighborhood Development Plan does not call for medium-density residential uses similar to those envisioned for the proposed TR-U1-zoned multi-family lot. However, Lot 760 (i.e. what would eventually become the subject parcel) is similar to a multi-family lot conceptually approved for the Milwaukee Street frontage of the site with the prior subdivision of the subject site in 2006, which called for 83 units to be developed on a 3.7-acre lot located at Milwaukee Street and Milky Way. Staff believes that the inclusion of the proposed multi-family lot with this plat is acceptable and will increase the overall diversity of residential options present in this portion of the neighborhood. The approximate 20 unit per acre density of proposed Lot 760 is similar to the 22.4 units previously approved for this portion of the Milwaukee Street frontage. If approved, staff is recommending a condition that the final plat include a note that future development of Lot 760 be restricted to the 100 units proposed in the application materials.

Considering the Plan recommendations, previous Planning Division staff report conclusions, and the fact that the City has already granted the zoning and density entitlements for the subject parcel, the Planning Division believe that the proposed development, with its 94 multi-family units (out of the previously entitled maximum of 100) to be in conformity with the adopted plans.

Conditional Use Standards

The applicant is seeking a conditional use in the TR-U1 District for a residential building complex with 94 units. The Plan Commission shall not approve a conditional use without due consideration of adopted plan recommendations and finding that all of the approval standards are met. In consideration of these standards, the Planning Division has concerns regarding Conditional Use Standard 1 & 2.

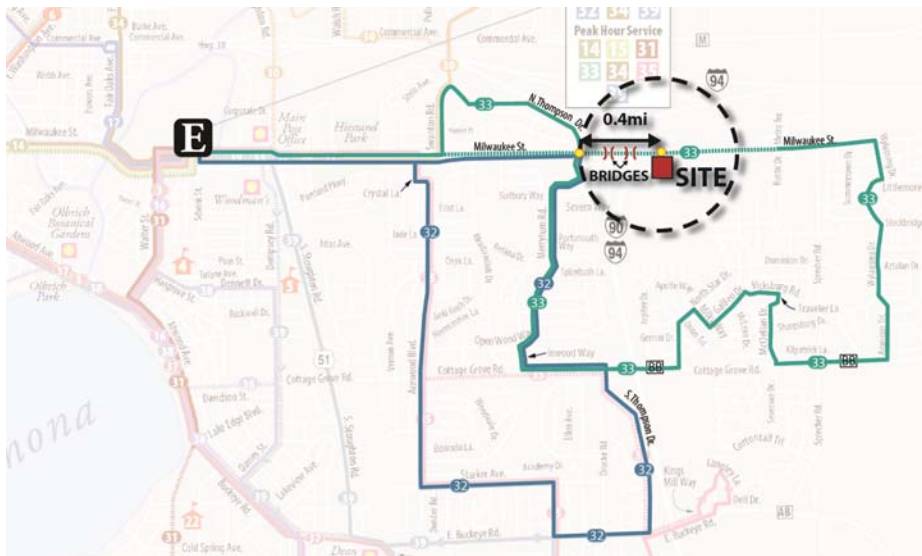
Standard 1: *"The establishment, maintenance, or operation of the conditional use will not be detrimental to or endanger the public health, safety, or general welfare."*

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

As noted in a letter to the Plan Commission dated July 26, 2016, Chuck Kamp, General Manager of Metro Transit, has raised concerns regarding the appropriateness of approving a 94-unit residential development at a location without daily, all-day transit service. From the memo:

While Metro Transit does operate 75 trips per week along Milwaukee Street, including service to bus stop locations at the Milky Way intersection east of the Interstate (15 trips each weekday, between 5:15am-8:45am and 3:45pm-6:45pm) – the daily, all-day bus service that operates mid-days, evenings and on weekends only serves bus stop locations west of these Interstate bridges in the adjacent South Thompson Drive corridor (at the Milwaukee Street, Cottage Grove Road and East Buckeye Road intersections). This service offers 81 additional trips each week, operating until roughly 10:30pm each night, and starting between 7:30am and 8:30am on weekends.

Metro is concerned with the lack of adequate pedestrian infrastructure between the proposed development and the nearest bus stop with daily, all-day service located 0.4-miles west across Interstate 90 at the South Thompson Drive intersection with Milwaukee Street. East of the Interstate, Milwaukee Street currently does not have a sidewalk on either side of the road. Metro however, is most concerned with any pedestrian faced with having to cross either of the two Interstate 90 bridge overpasses (please see the diagram below). The eastern bridge is approximately 200-feet long while the western bridge approximately 250-feet and neither have even a painted white line indicating a shoulder of any width. Wisconsin Department of Transportation has indicated that they plan to restripe both bridges sometime in 2018, thereby shrinking the width of the travel lanes from roughly 13-feet to 10-feet and creating a 5-foot shoulder in each direction.



(Figure 1: Diagram of the relationship of the proposed project site and the nearest daily, all-day Metro stop)

Of all these peripheral Neighborhood Development Plan (NDP) areas in the City of Madison, Metro notes that the Sprecher neighborhood is the sole instance where the pedestrian facilities accessing the adjacent City are as minimal as that on the Milwaukee Street bridges.

Regarding future route expansion, Metro Transit notes that they do not have any anticipation of when the City operating budget might be increased to accommodate daily, all-day, transit service to the Sprecher neighborhood east of the Interstate.

The Sprecher Neighborhood Development Plan was clear on this issue back in 1992 when it was adopted by the City, as it states: "A proposed transit route for future Madison Metro bus service to the Sprecher Neighborhood is illustrated in the neighborhood development plan on Map 7.... As is the case with most newly-developing areas, public bus service is unlikely to be extended to the Sprecher Neighborhood initially, due to the relatively higher costs and lower potential ridership characteristic of peripheral locations."

Regarding the constraint faced by Metro to increase service east of the interstate, their letter states:

Metro Transit continues to anticipate limited opportunities for the City of Madison to be able to identify the operating funds that would be necessary to extend daily, all-day transit service to these neighborhoods east of the Interstate. Metro Transit operates a reduced number of buses during off-peak and weekend periods, and these routes alignments are already extended as far as possible within these funding and corresponding schedule constraints. Establishing daily, all-day transit service to the neighborhoods east of the Interstate would broadly dictate an additional bus needing to operate for roughly ten hours each weekday and twenty-nine hours on weekends – for a total of 79 hours per week (4,108 hours annually). The marginal cost for the City of Madison to add new service hours is currently around \$60 per hour, meaning annual funding to Metro Transit would need to increase by about \$246,000 in order to upgrade these neighborhoods to daily, all-day transit service (from their existing limited, peak hour trips on weekdays only).

It should be noted that the Metro service to the Sprecher neighborhood is among several other Neighborhood Development Plans (NDP) that has been adopted over the past 30 years - with transit service goals of daily, all-day, service levels not yet fully implemented.

Understanding the severity of the situation, the Planning Division believes there to be a number of factors that could greatly help mitigate pedestrian risk:

Firstly, the applicant points out that 2018 is both the year that the WisDOT staff stated the bridge re-striping is slated to occur and the year that the development is expected to be completed. This greatly narrows the window of time that the residents could be impacted by current pedestrian infrastructure.

Secondly, Planning Staff have been in communication with the applicant to discuss the potential provision of shared bicycles and/or a car within the development. A shared car, either as an agreement with Zip Car, or their own car, could be one that residents might be able to reserve for a fee and use for errands, etc. This would at least provide another option for people during off-peak times, and could also reduce the number of 2+ car households. Regarding bicycles, the applicant has noted that a number of their other developments have bicycles for the residents to use for errands/exercise and is certainly an amenity that they are strongly considering this at the proposed development. In response to adding a shared car on site, the applicant has stated *"Royal Capital has had some preliminary conversations with Zipcar in regards to the project, but due to where the discussions are, cannot commit to a particular solution at this time. We recognize Metro's concern and are looking into what options are available and feasible."*

Given consideration of the timeline of the proposed development's construction and WiscDOT improvements, along with the potential for shared bicycles and potentially a car address off-peak transportation needs in the interim, the Planning Division believes the conditional use standards could be found to be met.

Urban Design Considerations

The Urban Design Commission (UDC) reviewed this request on an informational basis at their May 11, 2016 meeting. At their July 27, 2016 meeting, they gave the project initial approval and asked the applicant to consider several changes before returning for final approval. These suggested changes included: completely redesigning the clubhouse; adding modulation and articulation to the alley-facing façades; making the alleys less auto-centric; adding a viable grass like fescue underneath the alley trees to give the area more texture and interest; being intentional with the variation of the 'B2' & 'B3' façade treatments at the east end as they approach the clubhouse; adapting the treatments and projecting deck walls of the 'B1' & 'B2' front facades based on their southern exposure; decreasing the ubiquitous foundation plantings; and playing more with the façade colors, especially on the garage doors.

Public Comment

At the time of report writing, staff was not aware of any neighborhood concerns on this request. A neighborhood meeting was held by Ald. Hall on April 27. Staff has not received specific feedback from that meeting.

Conclusion

Despite the concerns raised by Metro Transit, the Planning Division believes that the Plan Commission can find the standards for Conditional Uses met. The proposed residential building complex is generally well-designed, generally consistent with adopted plan recommendations, and Staff believes that it will serve as an attractive complement to other existing and planned developments in and near the Grandview Commons development.

Recommendation

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

The Planning Division recommends that the Plan Commission find that the standards could be found met and **approve** the conditional use to construct a residential building complex at 114 Milky Way. This recommendation is subject to input at the public hearing, the recommendations of the Urban Design Commission, and the conditions recommended by the reviewing agencies.

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

Planning Division (Contact Chris Wells, (608) 261-9135)

1. The applicant shall work with Planning and Zoning staff to better integrate the lower level of the southern elevation of building 'C1' with the rest of the composition.
2. Planning Division staff encourage the applicant to explore opportunities to provide shared bicycles as well as an automobile on site for use by the residents.

City Engineering Division (Contact Brenda Stanley, (608) 261-9127)

3. This development is subject to impact fees for the Door Creek North Phase 2 Impact Fee District (Sanitary, Storm Conveyance, and Storm Outlet Structure). All impact fees are due and payable at the time building permits are issued. (MGO Ch 20)The following note shall put on the face of the plans: LOTS / BUILDINGS WITHIN THIS DEVELOPMENT ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE AT THE TIME BUILDING PERMIT(S) ARE ISSUED.
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. If proposed sewer within the development is private, owner shall obtain approval from Dept of Commerce. If proposed as public Sewer, owner shall enter into a Developer Agreement and provide easements for the public sewer.
6. 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.
7. The Applicant shall submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the Engineering Division with any private storm and sanitary sewer utilities. The digital CAD file shall be to scale and represent final construction. The CAD file shall be in a designated coordinate system (preferably Dane County WISCRS, US Ft). The single CAD file submittal can be either AutoCAD (dwg)

Version 2013 or older, MicroStation (dgn) V8i Select Series 3 or older, or Universal (dxf) format and shall contain the 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) Lot lines or parcel lines if unplatted
- g) Lot numbers or the words unplatted
- h) Lot/Plat dimensions
- i) Street names
- j) Private on-site sanitary sewer utilities (including all connections to public sanitary)
- k) Private on-site storm sewer utilities (including all connections to public storm)

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

NOTE: Email CAD file transmissions are preferred to: bstanley@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, private on-site sanitary sewer utilities, or private on-site storm sewer utilities during construction will require a new CAD file.

8. 6. 4.14 The Applicant shall submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com. 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) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
 - e) Right-of-Way lines (public and private)
 - f) Lot lines or parcel lines if unplatted
 - g) Lot numbers or the words unplatted
 - h) Lot/Plat dimensions
 - i) Street names
 - j) Stormwater Management Facilities
 - k) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).
9. 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.

10. 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)
11. 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.
12. 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.
13. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction. MGO 37.05(7) This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
14. 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)
15. 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)
16. All damage to the pavement on Milwaukee St, Milky Way & Jackson Quarry Ln, 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)

City Engineering Division - Mapping (Contact Jeffrey Quamme, (608) 266-4097)

17. 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.
18. Label the sign and landscape easement in the northeast corner of the site, Doc No. 5174650.

Traffic Engineering Division (Contact Eric Halvorson, (608) 266-6527)

19. 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.
20. 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.
21. 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.
22. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
23. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
24. All pedestrian walkways adjacent parking stalls shall be 7 feet wide to accommodate vehicle overhang, signage and impediments to walkway movements. Any request for variance shall be submitted to and reviewed by City Traffic Engineering.
25. Per Section MGO 12.138 (14), this project is not eligible for residential parking permits. It is recommended that this prohibition be noted in the leases for the residential units.
26. Note: The City intends, when traffic change, to modify the Right-of-Way on Milwaukee St to include medians. This modify the sites access at the western most entrance to right-in-right out only.

Zoning Administrator (Contact Jenny Kirchgatter, (608) 266-4429)

27. Provide a calculation for useable open space and clearly show the useable open space areas on the final plans. In addition to showing structured useable open space at balconies or rooftop areas, identify each qualifying at grade usable open space area on the final plans. Roof decks and balconies may be used to meet up to seventy-five percent (75%) of the minimum open space requirement, provided that minimum dimensional requirements are satisfied.
28. 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. A van accessible stall is a minimum of 8 feet wide with an 8 foot wide striped access aisle. Show the required signage at the head of the stalls.

29. A minimum of 111 resident bicycle parking spaces are required plus nine (9) guest stalls. A minimum of 90% of the resident stalls shall be designed as long-term parking. Long-term bicycle parking spaces shall be located in enclosed and secured or supervised areas providing protection from theft, vandalism and weather. The guest stalls shall be designed as short-term parking. The exterior resident bicycle stalls and guest stalls shall be located in convenient and visible areas distributed among the six (6) proposed apartment buildings and club house. Note: A bicycle stall is a minimum two (2) feet by six (6) feet with a five (5) foot wide access area. Provide a detail of the bicycle rack design, including ground mounted and structured or wall mounted bike racks.
30. Submit a revised detail for the proposed trash enclosures. The trash enclosure shall be screened on four (4) sides (including a gate for access) by a solid, commercial-grade wood fence, wall, or equivalent material with a minimum height of six (6) feet and not greater than eight (8) feet.
31. Provide a detail of the proposed eight (8) foot tall privacy fence adjacent the west property line. Fence or hedge height shall be measured from natural or approved grade. In the case of grade separation, such as the division of properties by a retaining wall, fence or hedge height shall be determined based on measurement from the average point between highest and lowest grade. If the fence or hedge is set back from the retaining wall by a distance of at least four (4) feet, the height shall be measured from the base of the fence or hedge. Berms and retaining walls shall not be used to increase grade relative to screening height.
32. Submit a rooftop plan showing the location of any proposed rooftop mechanical equipment and screening. All rooftop and ground level mechanical equipment and utilities shall be fully screened from view from any street or residential district per Section 28.142(9)(d).
33. Exterior lighting provided shall be in accordance with City of Madison General Ordinances Section 10.085. Provide an exterior lighting plan and fixture cut sheets with the final plan submittal.
34. 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, (608) 261-9658)

35. MGO 34.503/IFC 503 Appendix D105, Provide an aerial apparatus access fire lane that is at least 26-feet wide, if any part of the building is over 30 feet in height above the grade plane. Include documentation of the grade plane and height for building C.
36. Provide a minimum unobstructed width of 26-feet for at least 20-feet on each side of the fire hydrant.

Parks/Forestry Division (Contact Janet Schmidt, (608) 261-9688)

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| <ol style="list-style-type: none">37. Park Development Fees per MGO Sec. 20.08(2) will be required for all new residential development. Park Fee in Lieu of Land Dedication was provided at the plat level. The developer must select a method for payment of park fees before sign off on the rezoning. This development is within the Door Creek impact fee district (SI 23). Please reference ID# 14103.1 when contacting Parks about this project. |
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Metro Review (Contact Timothy Sobota, (608) 261-4289)

38. The Transit General manager has drafted an official memo to the Plan Commission with specific comments regarding this application. [114 Milky Way.pdf]

Water Utility (Contact Adam Wiederhoeft, (608) 266-9121)

39. 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.