

PLANNING DIVISION STAFF REPORT

PREPARED FOR THE PLAN COMMISSION



Project Address: 5501 Spring Tide Way
Application Type: Conditional Use Alteration
Legistar File ID # [51552](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted.

Summary

Applicant & Property Owner: Grosse, Hanzel & Simons; 6650 University Avenue; Middleton.

Contact Person: Greg Held, Knothe & Bruce Architects, LLC; 7601 University Avenue, Suite 201; Middleton.

Requested Actions: Approval of a major alteration to a conditional use for a residential building complex to allow 169 apartment units in five buildings on land generally addressed as 5501 Spring Tide Way.

Proposal Summary: The applicant is requesting approval of a major alteration to a residential building complex for Lot 520 of the Village at Autumn Lake (Replat) residential subdivision. The revised plans for the apartment complex propose 169 apartment units to be developed in five buildings instead of the 170 units approved in 2017 to be located in four buildings around the perimeter of the lot/ block. A clubhouse and pool serving the complex is proposed east of the subject site across Willow Rock Road on Lot 564, which is addressed as 1704 Autumn Lake Parkway. Parking for the Lot 520 development will be provided in 173 underground parking stalls, 87 surface parking stalls and 186 bike parking stalls. Construction of the Lot 520 apartment development will commence as soon as all regulatory approvals have been granted, with completion anticipated in two to four years.

Applicable Regulations & Standards Table 28C-1 in Section 28.032(1) of the Zoning Code identifies residential building complexes as a conditional use in TR-P (Traditional Residential–Planned District) zoning subject to supplemental regulations in Section 28.151. Section 28.053(4)(b) requires conditional use approval for building heights exceeding the maximum allowed. Section 28.183 provides the process and standards for the approval of conditional use permits. Review by the Urban Design Commission is required per Section 33.24(4)(c) of the Urban Design Commission ordinance.

Review Required By: Urban Design Commission and Plan Commission.

Summary Recommendation: The Planning Division recommends that the Plan Commission may find the standards met to **approve** an alteration to an approved conditional use–residential building complex to allow construction of 169 apartment units in five buildings at 5501 Spring Tide Way subject to the Urban Design Commission approval, input at the public hearing, the conditions from reviewing agencies beginning on page 7 of this report.

Background Information

Parcel Location: An approximately 4.9-acre block on the southern edge of the Village at Autumn Lake development bounded on the south by Lien Road, on the west by future City View Drive, on the north by Spring Tide Way, and on the east by Willow Rock Road; Aldermanic District 17 (Baldeh); Sun Prairie Area School District.

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

Surrounding Land Uses and Zoning:

North: Future single-family detached and attached residences in the Village at Autumn Lake subdivision, zoned TR-P (Traditional Residential–Planned District);

South: Undeveloped land south of Lien Road in the Town of Burke;

West: Copart Salvage & Auto Auctions, zoned A (Agricultural District), United Brick & Tile, zoned IL (Industrial–Limited District);

East: Future private pocket park north of Summer Shine Drive, future multi-family residences, pool, clubhouse and future phase mixed-use building between Summer Shine and Lien Road, zoned TR-P.

Adopted Land Use Plans: The 2006 Comprehensive Plan recommends the subject site for Medium-Density Residential uses at a density of 16-40 units per acre. The larger Village at Autumn Lake development is also identified as a Transit-Oriented Development.

The 2002 Felland Neighborhood Development Plan was adopted primarily to facilitate the implementation of the Village at Autumn Lake development. The plan recommends development of the subject site with medium-density residential uses.

Zoning Summary: The subject property is zoned TR-P (Traditional Residential–Planned District):

Requirements	Required	Proposed
Lot Area	600 sq. ft./unit + 300 sq. ft. per bedroom for greater than two bdrms. (102,000 sq. ft.)	207,365 sq. ft.
Lot Width	50'	380', existing
Front Yard	15'	20'
Maximum Front Yard	No more than 20% greater than block average, up to 30' maximum	20'
Side Yard	10'	Adequate
Rear Yard	Street-accessed: 20'	Adequate
Maximum Lot Coverage	75%	56%
Usable Open Space	140 sq. ft. per unit (23,660 sq. ft)	73,868 sq. ft.
Maximum Building Height	4 stories and 52'	3 stories; height exceeds 52'
Building Form	Large Multi-Family Building	Complies with requirements
Number Parking Stalls	1 per dwelling (169)	260
Accessible Stalls	Yes	Yes
Number Bike Parking Stalls	1 per unit up to 2-bedrooms (169); 1 short term guest space per 10 units (17) = 186 total	25 surface, 161 underground = 186 total (See conditions)
Other Critical Zoning Items		
Yes:	Urban Design (Residential Building Complex), Barrier Free, Utility Easements	
No:	Wellhead Protection, Floodplain, Landmarks, Waterfront Development , Adjacent to Park	
Prepared by: Jenny Kirchgatter, Assistant Zoning Administrator		

Environmental Corridor Status: The property is not located in a mapped environmental corridor.

Public Utilities and Services: The subject site and larger Village at Autumn Lake subdivision will be served by a full range of urban services as it develops with the exception of Metro Transit, which currently does not provide service to the site. The closest accessible bus stop with scheduled bus service is approximately three-quarters of a mile west along Lien Road at the intersection of Zeier Road/N. Thompson Drive, or approximately three-quarters of a mile north of the site on City View Drive north of the railroad corridor (at Wall Street/ City View Drive/ Crossroads Drive).

Previous Approvals

On May 19, 2015, the Common Council approved a request to change the zoning of numerous parcels in the Village at Autumn Lake subdivision generally addressed as 1710 Arial Spring Trail from TR-C3 (Traditional Residential–Consistent 3 District), PD (Planned Development District), and CN (Conservancy District) to TR-P (Traditional Residential–Planned District) and TR-C3, and approved the preliminary plat and final plat of the *Village at Autumn Lake Replat*, creating lots for 542 single-family units; 22 two-family-twin units, 8 four-unit dwellings, 48 townhouses, and 332 multi-family units, including 36 in a new mixed-use node; 16 outlots dedicated to the public; and 12 outlots to be private. On May 4, the Plan Commission recommended approval of the rezonings and subdivision plat and approved a demolition permit to allow a single-family residence on a parcel addressed as 5825 Sanctuary Lane and 2009 Expedition Trail to be razed as part of the proposed replat. The replat was recorded on December 3, 2015.

On March 20, 2017, the Plan Commission approved a conditional use for a residential building complex with 170 apartment units in four buildings on Lot 520 of the Village at Autumn Lake Replat, generally addressed as 5501 Spring Tide Way. As part of its approval of this conditional use request, the Plan Commission found standard #12 met for height in excess of the allowed height in the TR-P zoning district (four stories and 52 feet) for three of the four buildings.

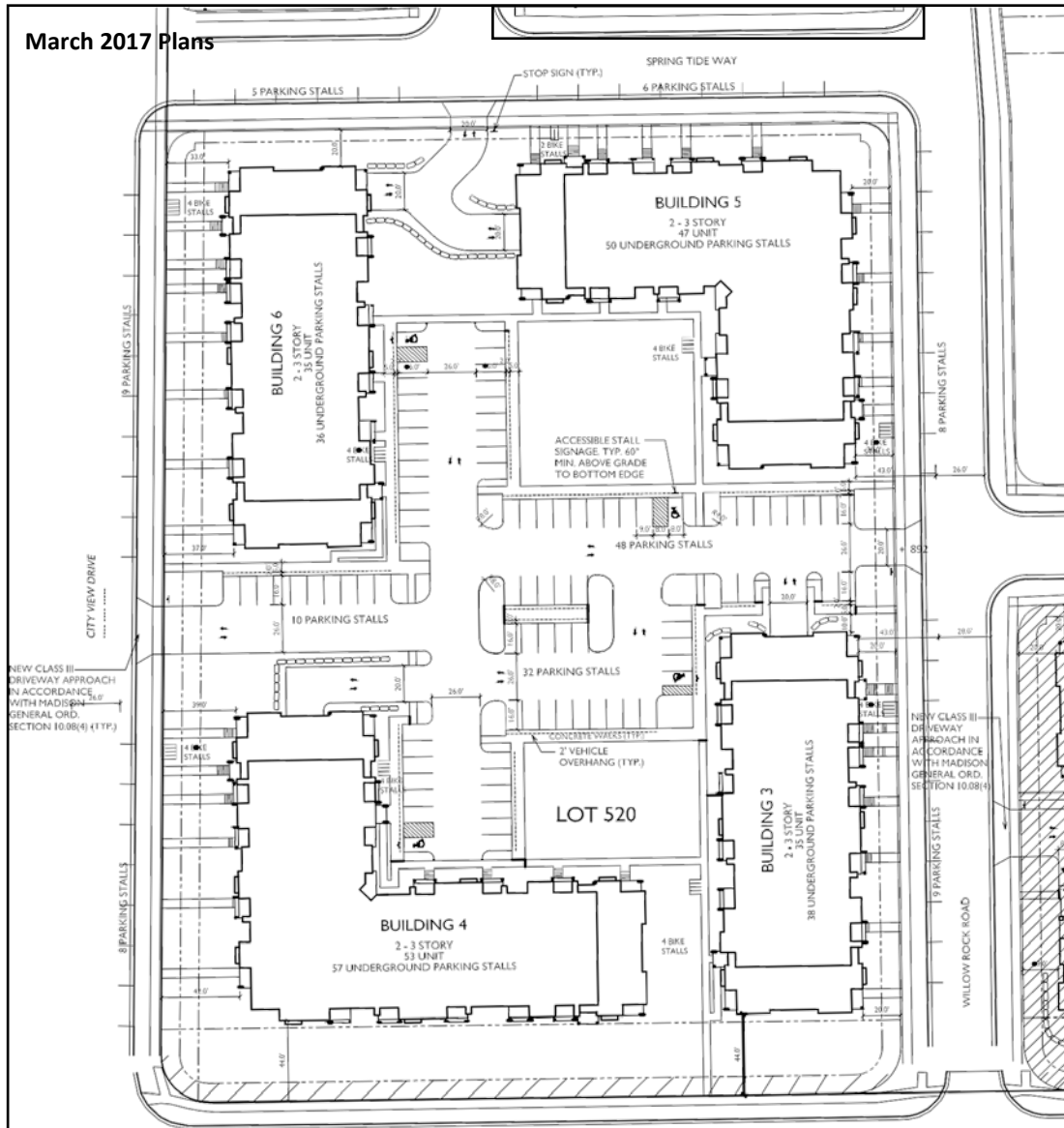
A Certified Survey Map to divide Lot 520 into four lots for development purposes was administratively approved by the Secretary of the Plan Commission on May 9, 2018; a resolution approving the land division was approved by the Common Council on May 15, 2018. As of the drafting of this report, the CSM has not been recorded.

Project Description

As noted in the preceding section, the applicants received approval in March 2017 for a conditional use to develop a residential building complex on Lot 520 of the Village at Autumn Lake residential subdivision, which called for 170 apartment units to be developed in four buildings on the 4.9-acre site generally located at the northeastern corner of Lien Road and City View Drive. The four buildings were approved to line the perimeter of the lot surrounding a courtyard comprised of common green spaces and surface parking. In addition to Lien Road and City View Drive, the lot is a block formed by Spring Tide Way on the north and Willow Rock Road on the east.

Following the approval of the residential building complex in 2017, the City of Madison constructed the first phase of City View Drive adjacent to the Village at Autumn Lake subdivision. As planned, City View Drive will be a collector street that extends north from Lien Road across the Union Pacific/ Wisconsin & Southern Railroad north to High Crossing Boulevard, with a southern extension also planned to parallel Interstate 39/ 90/ 94 south of Lien Road along the western edge of the Northeast Neighborhoods Development Plan area.

During the construction of City View Drive, a substantial line of mature vegetation was removed, which provided screening along the eastern edge of the Copart Salvage & Auto Auctions property opposite the western edge of the subject site. Due to the loss of most of the screening that limited the view of the salvage yard, the applicant is now requesting approval of a major alteration to the approved residential building complex conditional use to reorient the complex to limit the number of units that face west.



The revised proposal calls for the construction of 169 apartment units to be developed in five buildings. Access to the revised complex will be provided by the extension of an east-west private street through the block. The private street will align with platted Summer Shine Drive across Willow Rock Road. Two of the buildings in the revised layout, Buildings 3 and 5, will front Willow Rock Road along the eastern edge of the block in a similar configuration to the previous plan. However, on the western half of the complex, the applicant proposes to flip the L-shaped Building 4 to no longer front onto City View Drive and instead face a surface parking lot located opposite Building 3. Building 6 will no longer be face City View Drive and instead front onto the new east-west private drive. A new

Building 7 will be added in the northwestern corner of the block fronting onto Spring Tide Way. The 169 units across the five buildings will include 16 efficiencies, 94 one-bedroom, and 59 two-bedroom apartments.

Parking for 173 autos will be provided in garages beneath the proposed buildings, with surface parking for 87 autos to be primarily located in two lots located between Buildings 3 and 4, and Buildings 5, 6 and 7. Parallel parking is also proposed on both sides of the private street. The 260 auto parking stalls proposed will result in a ratio of 1.5 stalls per dwelling unit similar to the previously approved plan.

The buildings will stand primarily three stories in height but will step down to two stories at each end. Many of the units on the first floors of the buildings will include individual entrances connected to the sidewalks along Spring Tide Way and Willow Rock Road, or along the facades facing the surface parking and outdoor spaces. The buildings will primarily be clad in horizontal composite siding accented by composite shakes above a stone veneer base. Although configured differently in most cases compared to the four-building concept previously approved, the exteriors of the buildings in the revised layout are very similar architecturally to ones approved in 2017.

The buildings in the revised layout will be set back approximately 20 feet from Spring Tide Way and Willow Rock Road, while greater setbacks are proposed along City View Drive and Lien Road in observance of building setback lines of 30 and 40 feet, which were established parallel to those respective rights of way by the Village at Autumn Lake subdivision.

Analysis and Conclusion

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

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

The Planning Division believes that the Plan Commission may find the conditional use standards and supplemental regulations met to approve the revised residential building complex, including standard #12 pertaining to the one to four feet of height above the 52-foot maximum in the TR-P zoning district proposed for four of the five proposed buildings. The proposed complex also remains consistent with the approved master plan for the TR-P-zoned

section of the Village at Autumn Lake development, which identified Lot 520 and neighboring Lot 564 for development with a combined total of 250 dwelling units, and specifically recommended a maximum net density of 35.7 units per acre for the subject site. The proposed 169-unit development results in a density of 34.5 units per acre on the 4.9-acre site.

However, while Planning staff acknowledges the immediate concern created by the loss of screening for the auto salvage yard located west of the site across City View Drive, we also lament the long-term impact that the reconfiguration of the residential building complex may have along this section of City View Drive. The previous four-building plan called for the 208-foot long Building 6 and the 162-foot long western wing of L-shaped Building 4 to front onto City View Drive at an approximately 30-foot setback. The approximately 370 feet of building façade facing City View comprised 70% of the approximately 528-foot block that extends from Lien Road to Spring Tide Way, and included 11 first floor unit entrances and two common building entrances accessed from the City View Drive sidewalk. A total of 33 units were located on the City View Drive side of the two buildings. The strong orientation of the four-building complex to three of the four abutting public streets, including City View Drive, was cited by staff as one of the factors in its recommendation to approve the 2017 conditional use request.

The revised plans by comparison call for the sides of three buildings to face City View Drive. The three facades of Buildings 4, 6, and 7 comprise 186 feet of wall face at the 30-foot setback line parallel to City View Drive, or roughly 35% of that blockface. Further, the western facades of those buildings are not proposed to contain first floor unit or building entrances from City View Drive. [Note: The entrances shown on Sheet A-2.2 are located on the portion of the west-facing wall set back the furthest from the street.] Although the side walls of the three buildings are adequately articulated and include windows for 12 units, staff feels that the loss of orientation to and activation of the City View blockface makes the resulting project far less compelling from an urban design perspective. The revised complex will also create less of a sense of arrival to the Village at Autumn Lake development from the west along Lien Road compared to the previous version.

The Copart Salvage & Auto Auctions property is zoned A (Agricultural District), and it and United Brick & Tile to its west are recommended for future office use by the Felland Neighborhood Development Plan. The Felland plan envisioned the site and adjacent building materials business to transition to office as a continuation of the planned employment area recommended along City View Drive north of the railroad in the Nelson neighborhood, and encouraged multi-story buildings to provide a visual and noise buffer from the Interstate 39/ 90/ 94 corridor just to the west. Auto sales and salvage are not permitted in the A district, and there is an equal probability that the existing use will not remain on that site long-term, although there is no timeline for when the existing use might cease or when future office development might occur.

The Urban Design Commission reviewed the revised residential building complex at its June 20, 2018 meeting and recommended initial approval subject to the conditions contained in the following section, including that the applicant work with Traffic Engineering and Planning staff to shift the intersection of the east-west private street with City View Drive further north away from Lien Road. A major/ non-standard condition to this effect has also been submitted by the Traffic Engineering Division in the "Recommendations" section of this report.

In closing, staff believes that the Plan Commission may find the standards and supplemental regulations met to approve the revised residential building complex. However, it encourages the Commission to consider the impact that the reorientation of the complex away from the auto salvage yard and City View Drive may have on City View Drive and the western edges of the Felland neighborhood over the long term.

Recommendation

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

The Planning Division recommends that the Plan Commission may find the standards met to **approve** an alteration to an approved conditional use—residential building complex to allow construction of 169 apartment units in five buildings at 5501 Spring Tide Way subject to the Urban Design Commission approval, input at the public hearing, and the conditions from reviewing agencies:

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

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

Urban Design Commission

The project received **final approval** with no conditions at the June 20, 2018 Urban Design Commission meeting:

1. That the applicant work with staff to add more landscaping and trees along the parallel parking aisle and to screen parking areas adjacent to streets.
2. The applicant shall work with the Traffic Engineering Division and Planning Division on the realignment of the private drive with Building 6 as recommended by Traffic Engineering, and to make sure that the area is well landscaped.

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

3. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior to City Engineering sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Mark Moder (261-9250) to obtain the final MMSD billing a minimum of two working days prior to requesting City Engineering signoff.
4. 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..
5. This development is subject to impact fees for the Felland Road Neighborhood Sanitary Sewer Improvement Impact Fee District. All impact fees are due and payable at the time building permits are issued. 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."
6. This project falls in the area subject to increased erosion control enforcement as authorized by the fact that it is in a TMDL ZONE. The project will be expected to meet a higher standard of erosion control than the minimum standards set by the Wisconsin Department of Natural Resources (WDNR) in order to comply with TMDL limits.
7. The applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the City Engineering Division (Storm/Sanitary Section). 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. The digital copies shall be drawn to scale and represent final construction including: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.); right-of-way lines (public and private); plat name and lot lines (metes & bounds parcel lines if unplatted); platted lot numbers (noted "unplatted lands" if not platted); lot/plat property dimensions; street names; private on-site sanitary sewer utilities (including all connections to public sanitary); private on-site storm sewer utilities (including all connections to public storm). The CAD file will only be required prior to final plan review so that multiple files do not need to be supplied or reviewed. The party responsible for the CAD file e-mail transmission shall include the project site address in the email subject line. Any changes or additions to the location of the building, private utilities, sidewalks, parking/pavement during construction will require a new CAD file transmittal.

8. 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 (East) or troester@cityofmadison.com (West). 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. This project appears to require construction dewatering. A dewatering plan shall be submitted to City Engineering as part of the Erosion Control Permit application and plan. If contaminated soil or groundwater conditions exist on or adjacent to this project additional WDNR, Public Health Madison-Dane County, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit.
10. Provide additional detail how the enclosed depression(s) created by the parking entrance(s) to the below building parking area(s) is/are served for drainage purposes. The building must be protected from receiving runoff up through the 24-hour, 100-year design storm. If the enclosed depression(s) is/are to be served by a gravity system, provide calculations stamped by a Wisconsin P.E. that show inlet and pipe capacities meet this requirement. If the enclosed depression(s) is/are to be served by a pump system, provide pump sizing calculations stamped by a Wisconsin P.E. or licensed plumber that show this requirement has been met.
11. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
12. This site appears to disturb over 1 acre of land and requires a permit from the Wisconsin Department of Natural Resources (WDNR) for stormwater management and erosion control. The City of Madison has been required by the WDNR to review projects for compliance with NR-216 and NR-151; however, a separate permit submittal is still required to the WDNR for this work. The City of Madison cannot issue our permit until concurrence is obtained from the WDNR via their NOI or WRAPP permit process. Contact Eric Rortvedt of the WDNR at 273-5612 to discuss this requirement.

13. This project will require a concrete management plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office.
14. Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of Madison General Ordinances.
15. Right of way improvements (street, sidewalk, curb and gutter, streetlighting) need to be completed along Spring Tide Way and Willow Rock Road, either by the applicant or another developer agreement.

City Engineering Division – Mapping Section (Contact Jeff Quamme, 266-4097)

16. Submit a floorplan for each separate building in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floorplan for each floor on a separate sheet for the development of a complete building and interior addressing plan. The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) prior to the submittal of the final Site Plan Approval application with Zoning. The approved Addressing Plan shall be included in the final application. For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Address Plan shall be resubmitted to Lori Zenchenko to review addresses that may need to be changed and/or reapproved. The final revised Addressing Plan shall be submitted by the applicant to Zoning to be attached to the final filed approved site plans.
17. The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records. The private street thru the site shall be a private segment continuation of Summer Shine Drive.
18. The applicant shall confirm whether or not the pending Certified Survey Map is to be completed dividing the property into four lots. If so, the pending Certified Survey Map application for this property shall be completed and recorded with the Dane County Register of Deeds (ROD) prior to issuance of any building permits for new construction. Also, if the CSM is to be completed, the proposed lot lines and lot numbers shall be shown and labeled on the site plans.
19. If the applicant confirms that the pending Certified Survey Map is to be completed, reciprocal easements and agreements including, but not limited to, access, parking, utilities, common areas, storm management and other items shall be required to be reviewed and recorded prior to final site plan sign off.

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

20. The applicant shall work with Traffic Engineering to alter the ingress/egress from City View Drive to improve operational safety and efficiency for the City View Drive Public Right-of-Way. The intersection of City View Drive and Lien Road shall carry a substantial volume of traffic on full build out; particularly if City View Drive is to be connected all the way to High Crossing Boulevard to the north, as is the City's intention, as well as extending to the neighborhood to the south of Lien Road. As such, Traffic Engineering would be looking for the applicant to move the access to the north along the southern face of Building 6 or understand that in the future the access may be limited to a right-in right-out access with the applicant signing a waiver of objection and noting the potential access control on the face of the plan.

21. The applicant shall submit one contiguous plan for approval. The plan drawing 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.
22. 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.
23. 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.
24. All parking facility design shall conform to the standards in MGO Section 10.08(6).
25. Items in the right-of-way are not approvable through the site plan approval process. Please note on all pages showing improvements in the right of way that states: The right-of-way is the sole jurisdiction of the City of Madison and is subject to change at any time per the recommendation/ plan of Traffic Engineering and City Engineering divisions.
26. "Stop" signs shall be installed at a height of seven (7) feet at all Class III driveway approaches, including existing driveways, behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
27. All sidewalks next to buildings shall be six (6) feet in width.
28. All sidewalks adjacent parking stalls shall be seven (7) feet wide to accommodate vehicle overhang.

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

29. Relocate the surface bicycle stalls out of the front and street side yard setbacks. The surface bicycle stalls may be located within the building envelope. Submit bike rack details for the ground mounted and wall mounted bike racks.
30. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than 10,000 square feet in size must be prepared by a registered landscape architect.
31. Provide adequate development frontage landscaping per Section 28.142(5) Development Frontage Landscaping. Landscaping and/or ornamental fencing shall be provided between buildings or parking areas and the adjacent street(s), except where buildings are placed at the sidewalk. Note that landscaping must be installed on the private property.

32. Show the locations of building mechanical louvers and vents on the final plans.
33. 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.
34. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31 Sign Codes and MGO Section 33.24 Urban Design ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

Fire Department (Contact Bill Sullivan, 261-9658)

35. Provide a complete fire access plan including fire hydrants and hose stretches.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency reviewed the request and has recommended no conditions of approval.

Parks Division (Contact Kathleen Kane, 261-9671)

36. The Park Development Impact Fee per MGO Sec. 20.08(2) shall be required for all new residential development. This development is within the East Park-Infrastructure Impact Fee district. Please reference ID# 17106.1 when contacting Parks Division staff about this project.
37. An existing inventory of trees (location, species, & DBH) and any tree removal plans (in PDF format) shall be submitted to the plans and Brad Hofmann – bhofmann@cityofmadison.com or 266-4816. All proposed street tree removals within the right of way shall be reviewed by City Forestry. Approval and permitting of street tree removals shall be obtained from the City Forester and/or the Board of Public Works prior to the approval of the site plan.
38. Existing street trees shall be protected. Please include the following note on the site plan: “Contractor shall install tree protection fencing in the area between the curb and sidewalk and extend it at least 5 feet from both sides of the tree along the length of the terrace. No excavation is permitted within 5 feet of the outside edge of a tree trunk. If excavation within 5 feet of any tree is necessary, contractor shall contact City Forestry (266- 4816) prior to excavation to assess the impact to the tree and root system. Tree pruning shall be coordinated with City Forestry prior to the start of construction. Tree protection specifications can be found in Section 107.13 of City of Madison Standard Specifications for Public Works Construction. Any tree removals that are required for construction after the development plan is approved will require at least a 72-hour wait period before a tree removal permit can be issued by Forestry, to notify the Alder of the change in the tree plan.”
39. City Forestry will evaluate the terrace for new street tree plantings upon completion of the project. If there is space for new trees, City Forestry will schedule planting and assess the cost of the initial planting to the property owner.

Water Utility (Contact Adam Wiederhoeft, 266-9121)

40. Any unbuilt public water infrastructure improvements required to serve this proposed development along Spring Tide Way and Willow Rock Road shall be constructed either by the applicant or another developer agreement.
41. A Water Meter Application Form and fees must be submitted before connecting to the existing water lateral. Provide at least two working days’ notice between the application submittal and the scheduled lateral connection/extension. Application materials are available on the Water Utility’s Plumbers & Contractors website (<http://www.cityofmadison.com/water/plumberscontractors>), otherwise they may be obtained from the Water Utility Main Office at 119 E. Olin Avenue. A licensed plumber signature is required on all water service applications. For new or replacement services, the property owner or authorized agent is also required to sign the application. If you have questions regarding water service applications, please contact Madison Water Utility at (608) 266-4646.