



PLANNING DIVISION STAFF REPORT

January 28, 2019

PREPARED FOR THE PLAN COMMISSION

Project Address: 6501 Town Center Drive & 6502 Milwaukee Street (3rd Aldermanic District – Ald. Hall)
Application Type: Planned Development (PD) Zoning Map Amendment
Legistar File ID # [54255](#)
Prepared By: Chris Wells, Planning Division
Report Includes Comments from other City Agencies, as noted
Reviewed By: Kevin Firchow, AICP, Principal Planner

Summary

Applicant & Property Owner: Steven Vero; Varo & Company, LLC.; 2317 Cypress Way #1; Madison, WI 53713

Contact: Brian Stoddard; Knothe & Bruce Architects, LLC; 7601 University Avenue, Suite 201; Middleton, WI 53562

Requested Action: The applicant proposes two Planned Development zoning map amendments requests, including approval of an Amended Planned Development District General Development Plan (PD-GDP), and approval of a Planned Development District Specific Implementation Plan (PD-GDP-SIP).

Proposal Summary: The applicant proposes to construct two new mixed-use buildings on two undeveloped properties (Lots 6 & 7) of the “Metrotech” Planned Development. This request includes four components: three revisions to the underlying GDP – to increase the allowed density for Lots 6 & 7, to increase the minimum building setback along Sprecher Road, and to allow outdoor eating areas on Lots 6 & 7 as a permitted use – and a new SIP for two “L-shaped”, five-story, mixed-use buildings containing a total of 28,000 square-feet of commercial/retail/flex space and 200 apartments. Construction of the proposed development is planned to commence in the Spring of 2019 with completion anticipated in the Summer of 2020.

Applicable Regulations & Standards: This proposal is subject to the approval standards for Zoning Map Amendments [MGO Section 28.182(6)] and Planned Developments [MGO 28.098]. The Urban Design Commission is required to review and make a recommendation to the Plan Commission on both the GDP and SIP based on the design objectives in Subsection 28.098(1) and other PD requirements.

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

Summary Recommendation: The Planning Division recommends that the Plan Commission find the standards for Zoning Map Amendments and Planned Developments are met and forward Zoning Map Amendment 28.022-00360, rezoning 6501 Town Center Drive 6502 Milwaukee Street from Amended PD-GDP (Planned Unit Development Plan - General Development Plan) to Amended PD-GDP and forward Zoning Map Amendment 28.022 – 00361, approving an PD-SIP (Planned Development – Specific Implementation Plan) at 6501 Town Center Drive and 6502 Milwaukee Street with a recommendation of **approval**. This recommendation is subject to input at the public hearing and the conditions recommended by the reviewing agencies.

Background Information

Parcel Location: The subject properties – the 131,708-square-foot (3.02-acre) Lot 6 and the 127,583-square-foot (2.93-acre) Lot 7 of the Metrotech Development – are located immediately to the west of Sprecher Road, in between Milwaukee Street and Town Center Drive. The sites are within Aldermanic District 3 (Ald. Hall) as well as the limits of the Madison Metropolitan School District.

Existing Conditions and Land Use: The properties are currently undeveloped and both are zoned PD (Planned Development District).

Surrounding Land Use and Zoning: The adjacent properties to the north and west are within the Metrotech Planned Development (PD). All properties within Metrotech are subject to the underlying General Development Plan (GDP) and the developed properties also include an approved Specific Implementation Plan (SIP).

- North:** Undeveloped properties within Metrotech, zoned PD, beyond which is Interstate 94;
- South:** Two single-family residences, not part of Metrotech, zoned RH-2 (Rural Homes District 2) and RH-1 (Rural Homes District 1) (County zoning) and fall in the Town of Blooming Grove, WI;
- East:** Across Sprecher Road are undeveloped properties, which are not part of Metrotech, zoned Agriculture; and
- West:** A condominium development (within Metrotech), zoned PD.

Adopted Land Use Plan: The [2018 Comprehensive Plan](#) recommends Community Mixed-Use (CMU) uses for the subject properties while the [Sprecher Neighborhood Development Plan](#) recommends mixed-use (commercial/residential) uses for the subject properties.

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

Requirements	Required	Proposed
Lot Area (sq. ft.)	As per approved plan.	As per submitted plan.
Lot Width	As per approved plan.	As per submitted plan.
Front Yard Setback	As per approved plan.	As per submitted plan.
Side Yard Setback	As per approved plan.	As per submitted plan.
Rear Yard Setback	As per approved plan.	As per submitted plan.
Usable Open Space	As per approved plan.	As per submitted plan.
Maximum Lot Coverage	As per approved plan.	As per submitted plan.
Floor Area Ratio	As per approved plan.	As per submitted plan.
Building Height	As per approved plan.	As per submitted plan.

Site Design	Required	Proposed
Number Parking Stalls	As per approved plans.	180 underground 212 surface (392 total)
Accessible Stalls	Yes	Yes
Loading	As per approved plans.	As per submitted plans.
Number Bike Parking Stalls	Multi-family dwelling: 1 per unit up to 2-bedrooms, ½ space per add'l bedroom (200) 1 guest space per 10 units (20) General retail; service business; office: 1 per 2,000 sq. ft. floor area (14) (234 total)	174 underground 54 surface (228 total)
Landscaping and Screening	Yes	Yes
Lighting	Yes	Yes
Building Forms	As per approved plans.	As per submitted plans.

Other Critical Zoning Items	Urban Design (Planned Development (PD)); Utility Easements; Barrier Free (ILHR 69)
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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. Metro Transit however, only operates weekday peak-hour transit service along Milwaukee Street through the Metro Terrace intersection, near the project site. Daily, all-day transit service is on Thompson Drive west of the Interstate, approximately one mile walking distance from the project site. Staff note that, currently, there are no sidewalks over much of this distance.

Previous Approvals

At its August 2, 2016 meeting, the Common Council conditionally approved an Amended Planned Development, General Development Plan (PD-GDP) - making two modifications to the underlying GDP: 1) increasing the allowed density for Lots 6 to 100 units & 115 units for Lot 7 and 2) increasing the minimum setback along Sprecher Road for both lots from 15 feet to 35 feet due to an existing electric transmission line easement - and approved a Planned Development, Specific Implementation Plan (PD-GDP-SIP) to construct an “L-shaped”, five-story, mixed-use building with 115-unit independent senior units and ground floor commercial space at the intersection of Milwaukee Street and Sprecher Road. (Legistar File ID [43437](#))

Note: while the above approval is no longer valid, it should be noted that the modifications to the underlying GDP noted above are very similar to those being requested as part of the current proposal. Furthermore, while the 2016 approval was for only one building (on Lot 7), it was very similar to the height, massing and design of those being proposed as part of the current submittal.

Project Description

The applicant is requesting two Planned Development zoning map amendments to modify both the General Development Plan and Specific Implementation Plan to allow construction of two “L-shaped”, five-story, mixed-use buildings containing a total of 28,000 square-feet of commercial/retail/flex space and 200 apartments, located at 6501 Town Center Drive and 6502 Milwaukee Street.

General Development Plan (GDP) Modifications

There are three modifications proposed to the General Development Plan (GDP):

1. Increase the overall unit count to allow for 100 units on Lot 6 and 100 units on Lot 7

The proposed mixed-use buildings require modification of an amended general development plan to increase the maximum residential density of the subject sites. The original General Development Plan for Lot 6 called for a two- to five-story, mixed-use building with up to 16,000 square-feet of retail space, up to 48 dwelling units, and a maximum density of 16 dwelling units per acre. For Lot 7, it called for a two- to five-story mixed-use building with up to 12,000 square-feet of retail space, up to 35 dwelling units, and a maximum density of 12 dwelling units per acre. (See table below).

Total Number of Dwelling Units on Metrotech Lot 6 & 7 – Existing GDP versus Proposed Changes

	Acres	Existing PD-GDP		With Proposed Changes to PD-GDP	
		Max Residential Units	Density (DU/AC)	Max Residential Units	Density (DU/AC)
Lot 6	3.02	48	15.89	100	33.11
Lot 7	2.93	35	11.95	100	34.12
Total	5.95	83	13.95 (net)	200	33.61 (net)

2. Adjust the setback along Sprecher Road for both lots from 15 feet to 35 feet due to an existing electric transmission line easement

The applicant proposes building setback adjustment along Sprecher Road for both lots from 15 feet to 35 feet due to an existing electric transmission line easement is necessary in order to bring these lots up to current site conditions (and constraints). Responding to the enlarged building setback, the applicant has adapted with a combination of large patio areas and extended paths between sections of grass. This appears to be appropriate given the proposed mix of public- and private-oriented spaces in this section of the building.

3. Allow outdoor eating areas on Lots 6 & 7 as a permitted use

The applicant proposes to add outdoor eating areas to the list of permitted uses for Lots 6 & 7. As noted below, food and beverage establishments are permitted, and so the applicant would like the possibility of adding outdoor eating areas should the demand arise in the future.

Specific Implementation Plan (SIP) Modifications

The applicant next proposes a revised Specific Implementation Plan (SIP) to allow for the construction of two “L-shaped”, five-story, mixed-use buildings containing a total of 28,000 square-feet of commercial/retail/flex space and 200 apartments, located at 6501 Town Center Drive and 6502 Milwaukee Street.

The two buildings, as well as the layout of their sites (i.e. the location parking stalls, open space, etc.), will be a mirror copy of each other. The main entrance for each building will be located at the inside of the “elbow.” Inside will be a lobby, community room, and two elevators (which will service all floors of the building). One wing of the ground floor will be occupied by roughly 8,800 square feet of commercial area and an exercise room, while the other wing will house eight dwelling units and, at the end of the hall, roughly 3,400 square-feet of commercial space. While specific tenants have not yet been identified to fill the commercial spaces, the applicant has submitted a list of which uses will be permitted in the spaces. It includes office, medical facilities, retail sales and services, food and beverage establishments, etc. As noted above, the applicant is also proposing to modify the GDP Zoning Text to allow outdoor eating areas as permitted uses on Lots 6 & 7. That said, outdoor eating areas are currently shown on the submitted plans at both ends of the two buildings; adjacent to the commercial spaces. While the commercial spaces will each have several external entrances (to accommodate variously sized tenant space configurations), the ground-floor dwelling units will only be accessed via the internal hallway and instead practically all will have a private balcony. The upper four floors will contain only residential units. Each will contain 100 units (17 efficiencies, 64 one-bedrooms, and 19 two-bedrooms).

Both buildings will have one level of under-building parking accommodating 90 automobile stalls and 106 surface stalls for total of 196 stalls. The applicant has indicated that 40 of these stalls on each site will be allotted to the that building’s commercial uses, leaving 156 stalls for the 100 residential uses. This works out to a ratio of 1.56 parking stalls per unit. Regarding bicycle parking, 87 long-term bicycle stalls (75 as floor-mounted and 12 as wall-mounted) will be located in the lower parking deck while 26-28 stalls short-term bicycle stalls will be located on the surface, around each building, for use by residential guests and commercial patrons.

The building exterior includes an off-white-colored utility brick for the majority of the bottom four floors. A blue metal panel will clad the window projections adding a touch of bright color across the building. A dark grey horizontal cement board will clad the central portions of the fifth floor while a silver metallic-colored vertical metal siding will clad the ends as well as the corner portion. The windows, railings, and aluminum commercial stormfront will all be a beige color.

The submitted site plan proposes three access points to the site – from Milwaukee Street, Sprecher Road, and Town Center Drive. The first two however, will be restricted to right in/right out access only due to existing center medians thereby only allowing access from the south to westbound traffic on Milwaukee Street and access from the east to southbound traffic on Sprecher Road.

The submitted site plan shows a large area of usable open space near the middle of each lot, flanked by surface parking on three sides and the lower parking deck on the other. While the Metrotech General Development Plan zoning text does not explicitly establish a minimum amount of required usable open space per unit that must be provided, the proposed development is providing roughly 85,000 square-feet of usable open space via the roughly 73,700 square-feet of grass and patio areas around the buildings, as well as the roughly 12,000 square-feet of private balcony space (roughly all units have a private balcony).

While it has not yet been reviewed by City agencies, the applicant has also submitted a revised site plan. This plan is located at the back of the set of plans submitted for this project included in the Plan Commission's packet of materials. That site plan shows the removal of the turn-around circle located near the inner corner of each building and replacement with more grass area, as well as the addition of amenities such as a grilling area, fire ring, and pavilion. An updated landscaping plan has also been submitted (and will need to be reviewed by Zoning Staff before final signoff). This plan continues the direction of the original submittal which proposes Sunshine Elm, Ginko, and Hackberry trees around the aforementioned large open space areas as well as in the parking lot islands; Honeylocust, Black Gum, and Red Oak trees along the western property line; and Celebration Maples along the southern frontage. Foundation plantings such as Juniper and Arborvitae – with Hackberry and Star Magnolia added for visual depth – will be added around the building.

Analysis

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

Conformance with Adopted Plans

The [2018 Comprehensive Plan](#) recommends Community Mixed-Use (CMU) uses for the subject properties which it describes as a relatively high-intensity mix of residential, retail, office, institutional, and civic uses, generally located adjacent to a major transportation corridor. The [Sprecher Neighborhood Development Plan](#) recommends mixed-use (commercial/residential) uses for the subject properties. While the Sprecher Plan does not contain specifics about the density of mixed-use development, the [Comprehensive Plan](#) offers direction within its description of Community Mixed-Use development in that buildings should be 2-6 stories in height with a general density range of up to 130 dwelling units per acre.

The Planning Division believes the request is consistent with adopted plan recommendations.

Zoning Map Amendment Standards

Staff believe that the standards for Zoning Map Amendments can be met. The Zoning Map Amendment standards are broad and state that such amendments are legislative decisions of the Common Council that shall be based on public health, safety and welfare, shall be consistent with the [Comprehensive Plan](#), and shall comply with Wisconsin and federal law. Chapter 66.1001(3) of Wisconsin Statutes requires that zoning

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

Planned Development Standards

Planned Developments are intended to facilitate the development of land in an integrated and innovative fashion, to allow for flexibility in site design, and to encourage development that is sensitive to environmental, cultural and economic considerations. The specific approval standards for Planned Developments are provided in Section 28.098(2) of the Zoning Code. In summary, Staff believe the standards can be found met, with the recommended conditions. Some additional discussion follows regarding Planned Development Standards (d) regarding traffic impacts, (e) the requirement of the PD District plan to coordinate architectural styles and building forms to achieve greater compatibility with land use; and (f) the requirement to include open space suitable to the type and character of development proposed.

In regards to Standard (d), City Traffic Engineering has analyzed the potential trips generated by the proposed development and does not regard it as a high-impact development. That said, they will continue to monitor the surrounding intersections, conduct traffic counts, and will upgrade the infrastructure as necessary (most relevant to this project, the intersection at Milwaukee Street and Sprecher Road will likely soon be converted from a 4-way stop to a signalized intersection). As for the capacity of the surrounding roads, it will also be increased as the area continues to develop.

Standard (e) states that the *"Planned Development district plan shall coordinate architectural styles and building forms to achieve greater compatibility with surrounding land uses and create an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose of the PD District."* The Urban Design Commission (UDC) reviewed this request on an informational basis at their August 8, 2018 meeting. At their January 16, 2019 meeting, they gave the project final approval as proposed with the condition that the applicant provide screening for the first level residential unit outdoor deck to provide a separation from the commercial entries. Considering the advisory recommendation of final approval from the UDC, the Planning Division believes the Plan Commission may find this standard met.

Standard (f) states that *"the PD District plan shall include open space suitable to the type and character of development proposed, including for projects with residential components, a mix of structured and natural spaces for use by residents and visitors. Areas for stormwater management, parking, or in the public right of way shall not be used to satisfy this requirement."* As noted above, the Metrotech General Development Plan zoning text does not explicitly establish a minimum amount of required usable open space per unit that must be provided. The proposed development is providing roughly 85,000 square-feet of usable open space via the roughly 73,700 square-feet of grass and patio areas around the buildings, as well as the roughly 12,000 square-feet of private balcony space (roughly all units have a private balcony). This works out to roughly 430 square-feet of usable open space per unit on site. In comparison, were this a traditional zoning district like Neighborhood Mixed-Use (NMU), they would be required to provide 160 square-feet for studios and 1-bedrooms and 230 square-feet for 2-bedrooms or larger units (or approximately 19,000 square-feet of usable open space). It is clear that the applicant is providing a great deal more usable open space than would normally be required and therefore Staff believe this standard is met.

Finally, the entire Metrotech development was originally approved as a Planned Unit Development in 2002, and all properties were subsequently rezoned to the Planned Development (PD) District as part of the 2013 Zoning Code Rewrite. This request is considered a major amendment to both the underlying General Development Plan (GDP) and Specific Implementation Plan (SIP). As such, the Planned Development standards must be applied to this zoning map amendment request. Furthermore, as stated in MGO Sec. 28.098(5)(c)7, *“In considering extensions of approved General Development Plans for unconstructed components/ phases, the Plan Commission shall consider changes in the surrounding area or neighborhood since approval of the General Development Plan that would render the project incompatible with current conditions.”*

Public Comment

A neighborhood meeting was held by Ald. Hall on November 8, 2018. At the time of report writing, staff have not received any public comments.

Conclusion

The Planning Division believes that the standards for Zoning Map Amendments and Planned Developments can be met. Staff believes that the proposed mixed-use buildings are generally well-designed, generally consistent with adopted plan recommendations, and will serve as an attractive complement to other existing and planned developments in and near the Metrotech Mixed-Use Neighborhood Development. The request is similar to a previously approved but unrecorded proposal.

Recommendation

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

The Planning Division recommends that the Plan Commission find the standards for Zoning Map Amendments and Planned Developments are met and forward Zoning Map Amendment 28.022-00360, rezoning 6501 Town Center Drive 6502 Milwaukee Street from Amended PD-GDP (Planned Unit Development Plan - General Development Plan) to Amended PD-GDP and forward Zoning Map Amendment 28.022 – 00361, approving an PD-SIP (Planned Development – Specific Implementation Plan) at 6501 Town Center Drive and 6502 Milwaukee Street with a recommendation of **approval**. This recommendation is subject to input at the public hearing 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 provide updated pages to the PD-GDP reflecting the approved PD modifications. These changes shall be approved by the Planning Division staff and the Zoning Administrator.
2. The submitted site plan shows outdoor eating areas along the ends of both buildings. However, this use of not currently on the proposed GDP’s Permitted Use list so the applicant shall amend the list accordingly if it is indeed a desired future use.

3. The applicant shall show compliance with the GDP's requirement that parking areas that are not screened from Sprecher Road and Milwaukee Street by building placement be screened with landscaping or with architecturally elements prior to final sign off and issuance of permits.
4. No HVAC "wall-pack" penetrations/louvers are shown on the street-facing facades. Any HVAC penetrations in the building shall be perpendicular to the main facade, and provided within the recessed balcony spaces. Unless specifically approved by the Plan Commission, the addition of wall packs on outward-facing walls is not included in this approval and will require approval of an alteration to this conditional use should they be proposed at a later time.
5. That plans for rooftop equipment screening be specified and approved by staff.

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

6. 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))
7. 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)
8. 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 (East) or tstroester@cityofmadison.com (West). 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.

9. 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 ttroester@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).
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-hr, 100-yr 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. 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 Daniel Olivares at DAOlivares@cityofmadison.com final document and fee should be submitted to City
12. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
13. 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)

14. 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. (POLICY)
15. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to reduce TSS by 80% (control the 5 micron particle) off of newly developed areas compared to no controls.
16. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to provide infiltration in accordance with Chapter 37 of the Madison General Ordinances.
17. 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.
18. The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. (MGO 16.23(9)(d)(6)) This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
19. This development is subject to impact fees for the Door Creek North, Phase 2 Impact Fee District. 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.
20. The construction of this project will require that the applicant shall enter into a City / Developer agreement for the required infrastructure improvements. The applicant shall contact Brenda Stanley, bstanley@cityofmadison.com, 261-9127, City Engineering 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. Obtaining a developer's agreement generally takes approximately 4-6 weeks, minimum. (MGO 16.23(9)c)

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

21. The proposed new building crosses an underlying platted lot line due to the vacation of right of way at the intersection of Milwaukee Street and Sprecher Road. Current fire code and City enforcement requires the underlying platted lot line be dissolved by Certified Survey Map (CSM) prior to issuance of a building permit. A CSM and required supporting information shall be prepared and submitted to the City of Madison Planning Department or the current CSM submittal from 2016 completed. The CSM shall be approved by the City and recorded with the Dane County Register of Deeds prior to issuance of a building permit.
22. The southwesterly entrance proposed crosses at a restricted access point per the plat of Metrotech. Coordinate the legal access restriction partial release that is required with Jeff Quamme (jrquamme@cityofmadison.com or 266-4097)
23. Applicant shall provide for review a declaration of reciprocal easement and agreement regulating access and storm management between the two platted lots that are necessary to accomplish the development as proposed. The document shall contain a no merger clause since both lots have identical ownership. The document shall then be executed and recorded and copies provided prior to building permit issuance.

24. The architectural site plans contemplate a future metro transit stop with a bus pullout. If this future configuration is confirmed as part of this approval by Engineering and Traffic Engineering, the required CSM shall dedicate the required area for the required street improvements for the future bus pullout.
25. Submit a Floor Plan for each separate building in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floor plan 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.
26. The dedication of additional right of way along Milwaukee Street required for the required bus pull out shall be granted by the required Certified Survey Map.

Traffic Engineering Division (Contact Sean Malloy, Traffic Engineering, (608) 266-5987)

27. 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.
28. 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.
29. 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.
30. All parking facility design shall conform to MGO standards, as set in section 10.08(6).
31. The applicant(s) shall maintain a 5 foot wide, Americans with Disabilities Act (ADA) compliant, pedestrian walkway for the duration of the project on all street frontages classified as a collector or higher. The applicant shall also maintain a 5 foot wide bicycle lane for the duration of the project on all street frontages with existing bicycle facilities. Exceptions to this requirement may be granted by Traffic Engineering on a limited term basis if and when the applicant can show a public safety concern and they also provide a clear date when the pedestrian/bicycle facilities are to be restored. All closures shall be designed by the applicant, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), to be submitted and approved by Traffic Engineering.

32. All bicycle parking adjacent pedestrian walkways shall have a 2 foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
33. 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.
34. 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.
35. The applicant shall adhere to all vision triangle requirements as set in MGO 27.05 (No visual obstructions between the heights of 30 inches and 10 feet at a distance of 25 feet behind the property line at streets and 10 feet at driveways.). Alteration necessary to achieve compliance may include but are not limited to; substitution to transparent materials, removing sections of the structure and modifying or removing landscaping elements. If applicant believes public safety can be maintained they shall apply for a reduction of MGO 27.05(2)(bb) - Vision Clearance Triangles at Intersections Corners. Approval or denial of the reduction shall be the determination of the City Traffic Engineer.
36. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be reviewed by Traffic Engineering to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Austin Scheib, (266-4766) Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
37. The applicant shall enter into a signed developer's agreement through City of Madison Engineering prior to sign off.
38. The applicant shall dedicate and construct a bus pullout lane adjacent their site on Milwaukee Street according to City plan.

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

39. Work with Zoning and Planning staff to finalize the Zoning Text.
40. Identify the portions of the first floors which may be used for flex space.
41. Bicycle parking shall comply with City of Madison General Ordinances Sections 28.141(4)(g) Table 28I-3 and 28.141(11) and shall be designated as short-term or long-term bicycle parking. A minimum of 200 resident bicycle stalls are required plus a minimum of 20 short-term guest stalls. A minimum of 90% of the resident stalls (180 stalls/ 90 per building) shall be designed as long-term parking. The guest stalls shall be short-term parking. Up to twenty-five percent (25%) of bicycle parking may be structured, vertical or wall mount parking, provided there is a five (5) foot access aisle for wall mount parking. NOTE: A bicycle stall is a minimum of two (2) feet by six (6) feet with a five (5) foot wide access area. Submit a detail showing the models of bike racks to be installed, including wall mount or structured racks.

42. Provide a minimum of fourteen (14) short-term bicycle parking stalls for the commercial uses located in a convenient and visible area on a paved or impervious surface. Bicycle parking shall be located at least as close as the closest non-accessible automobile parking and within one hundred (100) feet of a principal entrance. As each commercial tenant space is leased, the entire development must reflect compliance in the required number of bicycle parking spaces, to be reviewed prior to obtaining zoning approval for each use.
43. Submit the landscape plan and landscape worksheet stamped by the registered landscape architect. Per Section 28.142(3) Landscape Plan and Design Standards, landscape plans for zoning lots greater than ten thousand (10,000) square feet in size must be prepared by a registered landscape architect.
44. Submit a detail of the exterior trash enclosures. The trash enclosures 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.
45. Submit rooftop plans for the two proposed mixed-use buildings showing the locations 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).
46. 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.
47. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with Chapter 31 Sign Codes of the Madison General Ordinances and Chapter 33 Urban Design District ordinances. Signage permits are issued by the Zoning Section of the Department of Planning and Community and Economic Development.

Fire Department (Contact Bill Sullivan, (608) 261-9658)

48. Ensure that fire access across Lots 6 & 7 is included in the cross access agreements.
49. Provide a fire sprinkler system through out the buildings in accordance with NFPA 13.
50. Provide a turn around for the dead end fire lanes near N. Sprecher or continue the fire lanes out to N. Sprecher Rd.

Parks/Forestry Review (Contact Kate Kane, (608) 261-9671)

51. Park Impact Fees (comprised of the Park Infrastructure Impact Fee, per MGO Sec. 20.08(2)), and Park-Land Impact Fees, per MGO Sec. 16.23(8)(f) and 20.08(2) will be required for all new residential development associated with this project. This development is within the East Park -Infrastructure Impact Fee district. Please reference ID# 16125.1 when contacting Parks about this project.
52. 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, (608) 266-9121)

53. Water Meter Application Forms and fees must be submitted before connecting to the existing water laterals. 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 Ave. 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.

Metro Transit (Contact Timothy Sobota, (608) 261-4289)

54. Metro Transit only operates weekday peak-hour transit service along Milwaukee Street through the Metro Terrace intersection, near the project site. Daily, all-day transit service is on Thompson Drive west of the Interstate, approximately 1 mile walking distance from the project site.