



**Project Addresses:** 702 Gardener Road, Madison Yards at Hill Farms – Lot 3  
4728 Sheboygan Avenue, Madison Yards at Hill Farms – Lot 6

**Application Type:** Planned Development District–Specific Implementation Plans

**Requested Actions:** ID [60243](#) – Approval of a Planned Development–Specific Implementation Plan (PD(SIP)) to allow construction of a six-story mixed use building with 10,000 square feet of commercial space and 189 apartments on Lot 3 of Madison Yards at Hill Farms at 702 Gardener Road; and

ID [60242](#) – Approval of a Planned Development–Specific Implementation Plan (PD(SIP)) to allow construction of a 5,000 square foot commercial building, central green open space, and private streets on Lot 6 of Madison Yards at Hill Farms on land generally addressed as 4728 Sheboygan Avenue.

**Prepared By:** Timothy M. Parks, Planning Division  
Report includes comments from other City agencies, as noted

## **Addendum**

The applicant, Summit Smith Development, is requesting approval of two Specific Implementation Plans (SIP) for the Madison Yards at Hill Farms planned development. At the center of the overall 14-acre development, on Lot 6 of the Madison Yards at Hill Farms subdivision, the applicant requests approval to build the remainder of the private street network that will serve the larger development, including the sections of Gardener Road and Madison Yards Way not previously constructed to provide access to the adjacent State of Wisconsin Hill Farms State Office Building. The SIP for Lot 6 also includes underground stormwater management for the development, with an at-grade central private greenspace. On the western edge of the greenspace, the applicant proposes a one-story, 5,000 square-foot commercial building that will be oriented towards the open space and which is envisioned as a future restaurant. Fifty-seven (57) surface/on-street automobile parking spaces will also be constructed with this SIP.

To the north of the central greenspace at the corner of Madison Yards Way and Gardener Road, the applicant is requesting SIP approval to construct a six-story mixed use building on Lot 3 that will include 10,000 square feet of first floor commercial space along Madison Yards Way and facing the greenspace, with 189 apartments to generally be located above. Structured parking for 200 autos is proposed in the Lot 3 building. Construction of both projects is scheduled to commence in summer 2020, with completion of Lot 6 improvements anticipated in late 2021 and completion of the Lot 3 mixed-use building anticipated in spring 2022.

### Previous Hearing and Next Steps

Both projects were presented to the Plan Commission on May 11, 2020 and referred to a future meeting to allow the applicant to allow the applicant work with staff to revise the Transportation Demand Management Plan (TDMP) to specify what the 30% “non-motorized mode split” means and to understand what the enforcement mechanisms for the development will be if the trip reduction goals of the TDMP are not met. The motion recommended that the TDMP be referred to the Transportation Policy and Planning Board (TPPB) or Transportation Commission, whichever body met sooner, for their review and comment. The motion to refer also asked that the developer to incorporate sustainability measures into the project consistent with the Statement of Purpose for the Planned Development zoning district, including the addition of bird-friendly glass for the lower floors of the proposed building.

Since May 11, the applicant has met with staff from a number of agencies and with the planning and development subcommittee of the Hill Farms Neighborhood Association to discuss the many issues raised at the initial public hearing. The projects and TDMP were also reviewed by the TPPB at its June 15, 2020 meeting; more information on the TPPB hearing follows later in this addendum.

The development plans for Lots 3 and 6 of the Madison Yard project have not changed since the May 11 hearing. However, the applicant has submitted an outline of the sustainability features included in the two projects and a revised TDMP to address the issues raised previously. Both items are attached to the legislative files for the projects, with the revised TDMP attached as both a redline of the original March 4, 2020 version and a “clean” version (both dated June 24, 2020).

New public hearing notice has been provided for both requests in anticipation of the June 29 Plan Commission meeting.

#### Transportation Demand Management Plan (TDMP)

As noted above, the TPPB reviewed the original TDMP submitted with the SIPs, dated March 4, 2020, at its June 15, 2020 virtual meeting. Following presentation of the plan by the applicant and a lengthy discussion, the Board unanimously recommended to return the projects to the Plan Commission with the following recommendation (Note: The following are the draft minutes from the meeting, which will not be approved by the TPPB until its next meeting):

- The TDMP is not yet adequate.
- Specify the number of car trip reductions per the [Institute of Transportation Engineers (ITE)] and tell us how the trips will be counted.
- The applicant should make "firmer" commitments to how trips will be reduced.

Since the TPPB meeting, the applicant has submitted a revised TDMP for the Plan Commission’s consideration. Highlights of the June 24 document include, but are not limited to:

- A clarification of the 30% trip reduction and information on how the reduction will be counted by the applicant;
- A B-Cycle station located on Lot 6 consisting of five docks and three e-cycles initially, which can be expanded as the development builds-out;
- Creation of Transportation Management Association (TMA) for the development with a part-time TDM Coordinator, with clarified duties for the coordinator outlined in the plan;
- Separate unit and parking leases for residences, and;
- The offer of ten-ride transit passes or equivalent fare cards for new tenants of residential units in the development.

Staff from the Department of Transportation, Traffic Engineering Division, Madison Area Transportation Planning Board, and Planning Division discussed the revised TDMP with the project team on June 24. Preliminarily, staff feels that the revised plan addresses many of the concerns raised about the earlier version of the plan and includes greater commitments for implementation going forward. Staff views the TDMP for Madison Yards as a continuing conversation between the developer and City with the mutually beneficial goal of reaching a reduction in single

occupant vehicle (SOV) trips. The Madison Yards at Hill Farms General Development Plan (GDP) was approved in 2018 with a condition that the applicant work to reduce SOV trips by 30%. The general understanding then and now is that the intensity of development ultimately contemplated in the GDP may not be possible without the corresponding reduction of SOV trips to limit impacts on the transportation network from the new development. The primary means for reducing those trips is through the approval and implementation of a TDMP with a robust enough set of strategies and multimodal infrastructure to achieve the mode shift to reduce impacts from the development on the transportation network.

The Plan Commission should determine whether it feels that the TDMP dated June 24 is sufficient to achieve the 30% reduction required in the GDP approval. As noted in the May 11 staff conditions, a critical component to understanding which TDMP measure(s) are not only successful, but economically sustainable, is the collection of data on those measures. As such, staff recommends that the applicant perform an engineering study and mode share survey on an annual basis, for a minimum of five years, after which the frequency may be reduced by the City Traffic Engineer to a frequency of no less than every four years. Final approval of the methodology to be used in this study shall be approved by the City Traffic Engineer prior to sign-off of the SIPs.

Other strategies to consider to ensure that the 30% trip reduction goal is met with the TDMP would be a stronger commitment to transit through administering a site-wide free pass program (beyond the ten residential passes now proposed), and better defining the level of long-term support for the TDM strategies in the approved plan through a defined minimum percent of association assessment fees or rent that will be dedicated to implementing them. Staff feels that a robust transit component in the TDMP is particularly important given the high transit access that the site enjoys, including being located along the initial future Bus Rapid Transit route planned to operate along N Segoe Road and Sheboygan Avenue adjacent to the Madison Yards development.

City Transportation staff and the applicant's transportation consultant will be available to answer questions about the TDMP during the Plan Commission meeting.

### Conclusion

Staff believes that the proposed SIPs are consistent with the Madison Yards at Hill Farms General Development Plan approved in 2018. Staff also feels that the applicant has made genuine efforts to address the concerns raised at the May 11 Plan Commission meeting, and that the Plan Commission may recommend approval of the SIPs to the Common Council, subject to input at the public hearing, approval of the Transportation Demand Management Plan dated June 24, 2020, the conditions of the April 29, 2020 Urban Design Commission approvals, and the conditions from reviewing agencies in the following sections.

For clarity, any revised conditions for the projects since the May 11 staff report are **highlighted** in the following sections. **Any recommendation of approval for the SIPs should be conditioned upon the conditions in this addendum, which supersede the conditions in the earlier report.** The conditions for Lot 3, 702 Gardener Road follow in the next section; the conditions for Lot 6, 4728 Sheboygan Avenue, begin on **page 11** of the addendum.

## **Recommendation – 702 Gardener Road**

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

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00439, approving a Planned Development–Specific Implementation Plan for construction of a mixed-use building on Lot

3 of the Madison Yards at Hill Farms planned development, subject to input at the public hearing, the conditions of the Urban Design Commission approval, and the conditions from reviewing agencies:

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

**Planning Division**

1. The applicant shall receive final approval of the Transportation Demand Management Plan by the City Traffic Engineer and Director of the Planning Division prior to approval of final plans and issuance of building permits.
2. Prior to final approval and issuance of building permits, the final Specific Implementation Plan for Lot 3 shall be revised to include a breakdown of the 189 dwelling units by type and a final count of the automobile and bicycle parking proposed to serve the building.
3. That the final plans demonstrate how the minimum 40 square feet of usable open space required per residential unit by the Madison Yards at Hill Farms General Development Plan.

**Urban Design Commission** (Contact Janine Glaeser, 267-8740)

The Urban Design Commission granted final approval to the Specific Implementation Plan on April 29, 2020 with no conditions.

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

4. **A developer agreement is required for the public improvements to serve this project. City Engineering prefers one developer agreement for all the required improvements and easements necessary for the Madison Yards at Hill Farms development. Alternately, if needed due to phasing, one main developer agreement can be completed for the majority of the required public improvements and easements and additional developer agreements can be used for any improvements that must wait for specific lot development.**
5. As a result of the previous sewer lateral connection in the intersection of Gardener Road and Madison Yards Way, the applicant shall plug the sewer lateral previously installed out of the northwest corner of the structure. Because of the lack of space between the sewer lateral and sewer main connections on the northwest side of the structure (12 inches of structure required), this manhole structure is no longer structurally sound and will need to be removed and replaced.
6. There is significantly more sanitary sewer capacity on Madison Yards Way than on Gardener Road. The applicant shall plan to install a sanitary sewer lateral connecting to the sewer main on Madison Yards Way.
7. This development has a private internal drainage system and multiple underground garage, the developer shall model the 100-year event across the site and show how the event shall be discharged to the right of way and at what depth the water shall rise to within the development. This depth shall be used to set a minimum entrance elevation for structures (including entrances to underground parking).
8. Record deed restrictions on lots for lowest entrance elevations as required, resulting from the flood analysis completed by the developer.

**9. Provide updated (final) stormwater management plan for the Madison Yards at Hill Farms development and provide a stormwater phasing plan to show how each lot is being served for stormwater management requirements either up front with the initial installation of the stormwater management improvements or any phased installations. Stormwater management measures must be in place prior to development on a specific lot or as part of said lots development.**

10. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Storm Water Management Plan and Report shall include compliance with the following:

Report: Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.

Electronic Data Files: Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. If calculations are done by hand or are not available electronically, the hand copies or printed output shall be scanned to a PDF file and provided to City Engineering. (POLICY and MGO 37.09(2))

Rate Control: This development shall reduce the peak discharge by 15% compared to existing condition during the 10-year event.

**Lots 3 and 6 have no requirement for green infrastructure or requirement to reduce volume off the site compared to existing conditions, however the Developer has been made aware that future blocks within this larger development shall be required to meet the redevelopment standards contained in the proposed updates of MGO 37. The Developer may choose to address these requirements partially or fully on common areas within the larger development and should this be the case the inter-lot agreement shall be amended to document this and this agreement shall be approved by City Engineering and recorded at the Dane County Register of Deeds.**

TSS Redevelopment with TMDL: Reduce TSS by 80% off of the proposed development when compared with the existing site.

Oil/Grease Control: Treat the first half-inch of runoff over the proposed parking facility and/or drive up window. 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.

11. Obtain a permanent sewer plug permit for each existing sanitary sewer lateral serving a property that is not to be reused and a temporary sewer plug permit for each sewer lateral that is to be reused by the development.

12. An Erosion Control Permit is required for this project. See Storm comments for permit specific details and requirements.

13. A Storm Water Management Report and Storm Water Management Permit is required for this project.

14. A Storm Water Maintenance Agreement (SWMA) is required for this project.

15. This site appears to disturb over one (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 at 273-5612 of the WDNR to discuss this requirement. The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPA) and no separate submittal to this agency or CARPC is required for this project to proceed.
16. Revise the site plan 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.
17. Revise the plans to show a proposed private internal drainage system on the site. Include the depths and locations of structures and the type of pipe to be used.
18. The proposed development proposes to construct underground parking. The proposed entrance to the underground parking is adjacent to a street low point. The applicant shall provide at a minimum of one (1) foot of rise from the adjacent back of walk in the driveway before breaking grade to the down ramp to the underground parking to protect the underground parking from inundation.
19. This project will disturb 4,000 sf or more of land area and require an Erosion Control Permit. Submit the Erosion Control Permit Application (with USLE calculations and associated fee) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.
20. This project will disturb 20,000 square feet or more of land area and requires an Erosion Control Plan. Please submit an 11 x 17-inch copy of an erosion control plan (PDF electronic copy preferred) to Megan Eberhardt (west) at meberhardt@cityofmadison.com, or Daniel Olivares (east) at daolivares@cityofmadison.com, for approval.
21. Demonstrate compliance with MGO Sections 37.07 and 37.08 regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.
22. This project will require a concrete management plan and a construction dewatering plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. If contaminated soil or groundwater conditions exist on or adjacent to this project additional WDNR, Madison-Dane County Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit.
23. This project appears to require fire system testing that can result in significant amounts of water to be discharged to the project grade. The Contractor shall coordinate this testing with the erosion control measures and notify City Engineering 266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.
24. 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.

25. Submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the City Engineering Division that is to scale and represents final construction with any private storm and sanitary sewer utilities.
26. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the City Engineering Division. Email PDF file transmissions are preferred to: [bstanley@cityofmadison.com](mailto:bstanley@cityofmadison.com) (East) or [ttroester@cityofmadison.com](mailto:ttroester@cityofmadison.com) (West).

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

27. The applicant shall complete and record the Declaration of Covenants, Reservations, Restrictions and Easements for Madison Yards at Hill Farms providing private reciprocal easements, restrictive covenants and agreements addressing, but not limited to, pedestrian/vehicular access, parking, private utilities, common areas (including the Central Green), storm drainage, storm sewer and storm water management that are necessary to accomplish the development as proposed. The drafts shall be provided prior to recording. They shall be recorded prior or simultaneous with Specific Implementation Plan (SIP) approval. Note that the most recent draft references a condominium that splits the lot into different areas. Therefore, there may be the need to declare the condominium prior to recording this required covenant.

28. The three ornamental trees shown within the right of way of University Avenue at the northeasterly corner of this site shall be removed from the public right of way.
29. The critical easement area per Document No. 5476562 provides for the vehicular ingress and egress to the west over State Owned lands and provides for the installation of the electrical equipment to be installed as shown. The applicant shall be aware an easement/agreement may require an additional agreement with the utility providers and the state for the actual installation of the facilities.
30. The address of commercial tenant # 1 is 4738 Madison Yards Way. The address of commercial tenant # 2 is 4732 Madison Yards Way. The address of commercial tenant # 3 is 4726 Madison Yards Way. The address of commercial tenant # 4 is 4720 Madison Yards Way. The address of commercial tenant # 5 is 4714 Madison Yards Way. 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.
31. Submit a floorplan in PDF format to Lori Zenchenko ([lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com)) that includes an overall floor plan for each floor on a separate sheet for the development of a complete 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 application submittal for the final Site Plan Approval 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.
32. Correct the street name spelling for Segoe Rd to N Segoe Road on all appropriate sheets.

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

33. Due to the proposed development's scale and density and significant negative impacts to the surrounding transportation network, potentially limiting the redevelopment of future site(s) adjacent the same transportation network, stronger consideration for multi-modal transportation must be addressed. Additionally, the community values multi-modal transportation, as demonstrated in the community's Complete Streets Policy and the Madison in Motion Transportation Plan. Madison is regarded as one of the most walkable communities and enjoys the status as a Platinum Bicycle City. Traffic Engineering requires additional improvements to the surrounding transportation network to help facilitate the movement of all modes of transportation to/from this site including:
- The developer shall install traffic calming devices, such as tabletops, raised crossings and bumpouts at strategic locations across the site, to improve the walkability and the biking environment throughout the site.
  - The developer shall install sidewalks with minimum width of 10 feet on all proposed internal streets.
34. The applicant shall continue to work with the Traffic Engineering Division on finalizing their Traffic Demand Management Plan (TDMP), which is intended to be a continuing conversation between this development and the City with the mutually beneficial goal of reaching a reduction in single occupant vehicle trips. A critical component to understanding which TDMP measure(s) are not only successful but economically sustainable is the collection of data on those measures. As such, the applicant shall perform an engineering study and mode share survey, on an annual basis, for a minimum of five years (after which the frequency may be reduced by Traffic Engineering to a frequency of no less than every four years); approval of methodology to be approved by the City Traffic Engineer. The TDMP shall be approved prior to signoff of the SIP.
35. Note: The applicant shall be responsible for the extension of the Westbound Left Turn Lane at University-Segoe with the SIP approval for Block 2 of Madison Yards.
36. Note: The applicant shall be responsible for making improvements to Sheboygan Avenue with the SIP approval for Block 1 of Madison Yards.
37. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions 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.
38. 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.
39. 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.
40. All parking facility design shall conform to the standards in MGO Section 10.08(6).



41. 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.
42. 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 staff to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds three stories prior to sign-off to be reviewed and approved by Austin Scheib, (266-4768) ([ascheib@cityofmadison.com](mailto:ascheib@cityofmadison.com)), 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.
43. The applicant shall adhere to all vision triangle requirements as set in MGO Section 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 Section 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.
44. All bicycle parking adjacent pedestrian walkways shall have a two (2)-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
45. The applicant shall provide a clearly defined five (5)-foot walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheelchair or are visually impaired. Obstructions include but are not limited to tree grates, planters, benches, parked vehicle overhang, signage and doors that swing outward into walkway.
46. "Stop" signs shall be installed at a height of seven (7) feet from the bottom of the sign 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.
47. Dimensions of the driveways shall be noted on the plan including the width of driveway and width of driveway flares or curb cut.
48. Traffic Engineering recommends driveway slope under 10%; if the slope is to exceed 10%, the applicant shall demonstrate inclement weather mitigation techniques to provide safe ingress/egress to be approved by the City Traffic Engineer.
49. All parking ramps as they approach a private street shall not have a slope to exceed 5% for 20 feet; this is to ensure drivers have adequate vision of the right of way. If applicant believes public safety can be maintained they shall apply for a waiver, approval or denial of the waiver shall be the determination of the City Traffic Engineer.
50. Include a parking plan demonstrating how specific stalls, to be used by the commercial site, will be reserved. Include any signage to be used to achieve this goal in the submitted plans.
51. The applicant shall submit for review a Commercial Delivery Plan. This plan will include times, vehicle size, use of loading zones and all related turning movements.

52. Note: This site presents difficult constructability issues; access to neighboring sites must be maintained at all times, protected walkways will be constructed and maintained as soon as possible and little to no access to the public right of way on University Avenue will be granted for construction purposes. Provide a detailed construction plan to the Traffic Engineering Division for review by the Traffic Control Specialist (Mike Duhr) prior to final signoff.

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

53. Show the University Avenue setback distances and the width of the façade on the plans. At least 20% of the University Avenue building façade must be setback a minimum of 15 feet.

54. On the third floor plan, show the University Avenue stepback distance. On University Avenue, a minimum of 75% of the building façade, above two (2) stories, will be stepped back a minimum of ten (10) feet from the property line.

55. Provide a calculation for useable open space in the final plans. The General Development Plan for Madison Yards at Hill Farms Section N, Usable Open Space requires a minimum of 40 square feet of useable open space per residential unit. Roof decks, porches, and balconies may be used to meet up to 100% of the minimum useable open space requirement, provided that minimum dimensional requirements are satisfied.

56. Provide an automobile parking, accessible parking, and bicycle parking summary for the proposed Block 3 mixed-use building. Provide a dwelling unit summary with the numbers and types of dwelling units per floor.

57. Bicycle parking for the residential units shall comply with the requirements of Sections 28.141(4)(g) and 28.141 (11). A minimum of 189 resident bicycle stalls are required plus a minimum of 19 short-term guest stalls. Up to twenty-five percent (25%) of bicycle parking may be structured parking, vertical parking or wall mount parking, provided there is a five (5) foot access aisle for wall mount parking. Show the numbers of bike stalls and dimensions of the bike stalls and access aisles within the bicycle storage rooms. 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, including wall mount or structured bike racks, to be installed.

58. 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.

59. 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.

60. Signage approvals are not granted by the Plan Commission. Signage must be reviewed for compliance with MGO Chapter 31 Sign Codes and MGO Chapter 33 Urban Design Commission 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)

61. Stair 1 does not discharge to the exterior or a lobby with clear vision of the exterior as required by the IBC. Discharging the exit back into the parking garage is not compliant.

**Parks Division** (Contact Sarah Lerner, 261-4281)

62. 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 West Park-Infrastructure Impact Fee district. Please reference ID# 18101.1 when contacting Parks Division staff about this project.

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

63. The developer shall construct the public water distribution system and services required to serve the proposed development per MGO 16.23(9)(d)(3).

64. All public water mains and water service laterals shall be installed by a standard City subdivision contract / City-Developer agreement. Applicant shall contact City Engineering Division to schedule the development of plans and the agreement. See Engineering Division comments for additional information.

65. A Water Service Application Form and fees must be submitted before connecting to the existing water system. Provide at least two working days' notice between the application submittal and the requested installation or inspection appointment. Application materials are available on the Water Utility's Plumbers & Contractors website (<http://www.cityofmadison.com/water/plumbers-contractors>), 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 266-4646.

**Metro Transit** (Contact Tim Sobota, 261-4289)

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

**City Forestry Section** (Contact Wayne Buckley, 266-4892)

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

**Recommendation – 4728 Sheboygan Avenue**

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00440, approving a Planned Development–Specific Implementation Plan to allow construction of the remaining private streets, central open space, and 5,000 square-foot commercial building on Lot 6 of the Madison Yards at Hill Farms planned development, subject to input at the public hearing, the conditions of the Urban Design Commission approval, and the conditions from reviewing agencies:

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

**Planning Division**

1. That the applicant submit floorplans and elevations and any other relevant materials to the Planning Division for approval of the exterior finishes for the 5,000 square-foot commercial building on Lot 6 prior to issuance of permits for tenant finishes or occupancy.

**Urban Design Commission** (Contact Janine Glaeser, 267-8740)

The Urban Design Commission granted final approval to the Specific Implementation Plan on April 29, 2020 subject to the following conditions to be satisfied prior to final approval and issuance of building permits:

2. Revisit the railing design of the central green. It deserves higher design and materiality.
3. Incorporate more winter species in the landscape plan for additional spots of color.

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

4. **A developer agreement is required for the public improvements to serve this project. City Engineering prefers one developer agreement for all the required improvements and easements necessary for the Madison Yards at Hill Farms development. Alternately, if needed due to phasing, one main developer agreement can be completed for the majority of the required public improvements and easements and additional developer agreements can be used for any improvements that must wait for specific lot development.**
5. This project has an internal private drainage system and multiple underground parking access points. The Developer shall show that the underground parking remains unflooded during the 100-year event.
6. Record a deed restriction on certain lots as needed as a result of the 100-year flood analysis. The flood analysis shall determine grades that each lot need to be restricted to.
7. **Provide updated (final) stormwater management plan for the Madison Yards at Hill Farms development and provide a stormwater phasing plan to show how each lot is being served for stormwater management requirements either up front with the initial installation of the stormwater management improvements or any phased installations. Stormwater management measures must be in place prior to development on a specific lot or as part of said lots development.**
8. Prior to approval, this project shall comply with Chapter 37 of Madison General Ordinances regarding stormwater management. Specifically, this development is required to submit a Storm Water Management Permit application, associated permit fee, Stormwater Management Plan, and Storm Water Management Report to City Engineering. The Storm Water Management Plan and Report shall include compliance with the following:  
  
Report: Submit prior to plan sign-off, a stormwater management report stamped by a P.E. registered in the State of Wisconsin.  
  
Electronic Data Files: Provide electronic copies of any stormwater management modeling or data files including SLAMM, RECARGA, TR-55, HYDROCAD, Sediment loading calculations, or any other electronic modeling or data files. If calculations are done by hand or are not available electronically, the hand copies or printed output shall be scanned to a PDF file and provided to City Engineering. (POLICY and MGO 37.09(2))  
  
Rate Control: This development shall reduce the peak discharge by 15% compared to existing condition during the 10-year event.  
  
**Lots 3 and 6 have no requirement for green infrastructure or requirement to reduce volume off the site compared to existing conditions, however the Developer has been made aware that future blocks within this larger development shall be required to meet the redevelopment standards contained in the proposed**

**updates of MGO 37. The Developer may choose to address these requirements partially or fully on common areas within the larger development and should this be the case the inter-lot agreement shall be amended to document this and this agreement shall be approved by City Engineering and recorded at the Dane County Register of Deeds.**

TSS Redevelopment with TMDL: Reduce TSS by 80% off of the proposed development when compared with the existing site.

Oil/Grease Control: Treat the first half-inch of runoff over the proposed parking facility and/or drive up window. 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.

9. Enter into a City / Developer agreement for required infrastructure improvements. The agreement shall be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact the City Engineering Division to schedule the development and approval of the plans and the agreement.
10. An Erosion Control Permit is required for this project.
11. This site appears to disturb over one (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 at 273-5612 of the WDNR to discuss this requirement. The applicant is notified that the City of Madison is an approved agent of the Department of Safety and Professional Services (DSPS) and no separate submittal to this agency or CARPC is required for this project to proceed.
12. 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.
13. Revise the plans to show a proposed private internal drainage system on the site. Include the depths and locations of structures and the type of pipe to be used.
14. The proposed development proposes to construct underground parking. The proposed entrance to the underground parking is adjacent to a street low point. The applicant shall provide at a minimum of one (1) foot of rise from the adjacent back of walk in the driveway before breaking grade to the down ramp to the underground parking to protect the underground parking from inundation.
15. This project will disturb 20,000 square feet or more of land area and requires an Erosion Control Plan. Please submit an 11 x 17-inch copy of an erosion control plan (PDF electronic copy preferred) to Megan Eberhardt (west) at [meberhardt@cityofmadison.com](mailto:meberhardt@cityofmadison.com), or Daniel Olivares (east) at [daolivares@cityofmadison.com](mailto:daolivares@cityofmadison.com), for approval.
16. Demonstrate compliance with MGO Sections 37.07 and 37.08 regarding permissible soil loss rates. Include Universal Soil Loss Equation (USLE) computations for the construction period with the erosion control plan. Measures shall be implemented in order to maintain a soil loss rate below 5.0 tons per acre per year.

17. This project will require a concrete management plan and a construction dewatering plan as part of the erosion control plan to be reviewed and approved by the City Engineer's Office. If contaminated soil or groundwater conditions exist on or adjacent to this project additional WDNR, Madison-Dane County Public Health, and/or City Engineering approvals may be required prior to the issuance of the required Erosion Control Permit.
18. This project appears to require fire system testing that can result in significant amounts of water to be discharged to the project grade. The Contractor shall coordinate this testing with the erosion control measures and notify City Engineering 266-4751 prior to completing the test to document that appropriate measures have been taken to prevent erosion as a result of this testing.
19. 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.
20. Submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the City Engineering Division that is to scale and represents final construction with any private storm and sanitary sewer utilities.
21. Submit, prior to plan sign-off but after all revisions have been completed, digital PDF files to the City Engineering Division. Email PDF file transmissions are preferred to: [bstanley@cityofmadison.com](mailto:bstanley@cityofmadison.com) (East) or [ttroester@cityofmadison.com](mailto:ttroester@cityofmadison.com) (West).

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

22. The internal road system is private and located within part of Lot 6. The applicant shall provide: 1) Public easements for public pedestrian, bicycle and vehicular access. 2) Access rights to the City of Madison for the construction, maintenance, repair and replacement of public sewer and water main facilities within Lot 6. 3) Definition of the Fire Lanes required for the development. 4) Public access rights within the central green area. The current easement on the plat does not encompass the entire areas required and does not address all of the items required. A separate easement document is required to be drafted, reviewed and coordinated by City Engineering and Real Estate staff under existing Real Estate Project No 11984. The required easement document shall be recorded prior to or simultaneously with the SIP approvals. The documents shall set forth specific restrictions, rights and responsibilities of the parties subject to or benefitting from the easement agreement.
23. **Two private streets have yet to be named. Submit street name suggestions to Lori Zenchenko for review and approval ([Lzenchenko@cityofmadison.com](mailto:Lzenchenko@cityofmadison.com)).** 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.
24. The existing Public Sanitary Sewer Easement per Document No. 5519925 shall be amended to add the new easement areas required to encompass the remaining proposed public sanitary sewer facilities serving this project. Provide Jeff Quamme the map exhibits and legal descriptions and required fee to amend the easement under Real Estate project 11982.
25. The existing Public Water Main Easement per Document No. 5519924 shall be amended to add the new easement areas required to encompass the remaining proposed public water main facilities serving this

project. Provide Jeff Quamme the map exhibits and legal descriptions and required fee to amend the easement under Real Estate project 11983.

26. The Site Plan indicates a 30-inch private storm sewer running laterally within and encroaching into the University Avenue right of way along the north side of Lot 2. The applicant shall make an application with City of Madison Real Estate for a privilege in streets agreement. Approval of the development does not constitute or guarantee approval of any encroachments within a public right of way. The encroachment agreement shall require Applicant/Owner to be a member of Diggers Hotline throughout the term of this agreement and shall adequately mark the location of underground features upon a Digger's Hotline notification.
27. The applicant shall complete and record the Declaration of Covenants, Reservations, Restrictions and Easements for Madison Yards at Hill Farms providing private reciprocal easements, restrictive covenants and agreements addressing, but not limited to, pedestrian/vehicular access, parking, private utilities, common areas (including the Central Green), storm drainage, storm sewer and storm water management that are necessary to accomplish the development as proposed. The drafts shall be provided prior to recording. They shall be recorded prior or simultaneous with Specific Implementation Plan (SIP) approval. Note that the most recent draft references a condominium that splits the lot into different areas. Therefore, there may be the need to declare the condominium prior to recording this required covenant.
28. Correct the street name spelling for Segoe Rd to N Segoe Rd on all appropriate sheets.

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

29. Due to the proposed development's scale and density and significant negative impacts to the surrounding transportation network, potentially limiting the redevelopment of future site(s) adjacent the same transportation network, stronger consideration for multi-modal transportation must be addressed. Additionally, the community values multi-modal transportation, as demonstrated in the community's Complete Streets Policy and the Madison in Motion Transportation Plan. Madison is regarded as one of the most walkable communities and enjoys the status as a Platinum Bicycle City. Traffic Engineering requires additional improvements to the surrounding transportation network to help facilitate the movement of all modes of transportation to/from this site including:
  - The developer shall install traffic calming devices, such as tabletops, raised crossings and bumpouts at strategic locations across the site, to improve the walkability and the biking environment throughout the site.
  - The developer shall install sidewalks with minimum width of 10 feet on all proposed internal streets.
30. The applicant shall continue to work with the Traffic Engineering Division on finalizing their Traffic Demand Management Plan (TDMP), which is intended to be a continuing conversation between this development and the City with the mutually beneficial goal of reaching a reduction in single occupant vehicle trips. A critical component to understanding which TDMP measure(s) are not only successful but economically sustainable is the collection of data on those measures. As such, the applicant shall perform an engineering study and mode share survey, on an annual basis, for a minimum of five years (after which the frequency may be reduced by Traffic Engineering to a frequency of no less than every four years); approval of methodology to be approved by the City Traffic Engineer. The TDMP shall be approved prior to signoff of the SIP.
31. The applicant shall design their private streets to City standards.

32. Note: The applicant shall be responsible for making improvements to Sheboygan Avenue with the SIP approval for Block 1 of Madison Yards.

33. Note: The applicant shall be responsible for the extension of the Westbound Left Turn Lane at University-Segoe with the SIP approval for Block 2 of Madison Yards.

34. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions 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.

35. 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.

36. 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.

37. All parking facility design shall conform to the standards in MGO Section 10.08(6).

38. All pedestrian walkways adjacent parking stalls shall be seven (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.

39. All bicycle parking adjacent pedestrian walkways shall have a two (2)-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.

40. The applicant shall adhere to all vision triangle requirements as set in MGO Section 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 Section 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.

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

41. The final plans for the proposed restaurant building and outdoor eating area will require review and approval as an Alteration to the Specific Implementation Plan once the restaurant tenant is secured.

42. Per the General Development Plan for Madison Yards at Hill Farms, Section H. Street Design: Guidelines iii., on-street ADA-accessible parking stalls should be distributed throughout the development. On the plans, show the locations of the on-street accessible parking stalls.



43. The bicycle parking requirements for the restaurant building will be reviewed prior to obtaining zoning approval for the use. Bicycle parking for the food and beverage establishment shall comply with the requirements of MGO Sections 28.141(4)(g) and 28.141(11). The bicycle parking requirement is a minimum of 5% of capacity of persons.
44. 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.
45. 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.
46. 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 Commission 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)

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

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

47. The developer shall construct the public water distribution system and services required to serve the proposed development per MGO 16.23(9)(d)(3).
48. All public water mains and water service laterals shall be installed by a standard City subdivision contract / City-Developer agreement. Applicant shall contact City Engineering Division to schedule the development of plans and the agreement. See Engineering Division comments for additional information.
49. A Water Service Application Form and fees must be submitted before connecting to the existing water system. Provide at least two working days' notice between the application submittal and the requested installation or inspection appointment. Application materials are available on the Water Utility's Plumbers & Contractors website (<http://www.cityofmadison.com/water/plumbers-contractors>), 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 266-4646.

**Metro Transit** (Contact Tim Sobota, 261-4289)

50. In coordination with any public works improvements, the applicant [or Street C Contractor] shall maintain or replace (temporarily, to the east or west) an accessible boarding surface for the existing Metro bus stop on the north side of Sheboygan Avenue, that will be in conflict with the planned Street C construction (#2100) until such time the new accessible bus stop zone west of Street C, shown in plans, is complete.

51. In coordination with any public works improvements, the applicant [or Street C Contractor] shall maintain or replace (temporarily, to the south) an accessible boarding surface for the existing Metro bus stop on the west side of N Segoe Road, south of University Avenue (#2846) until such time the new accessible bus stop zone in the same area is complete.
52. As identified on the plans submitted for review, the applicant [or Street C Contractor] shall install and maintain a concrete boarding and shelter pad surface at the planned Metro bus stop zone that as shown on the north side of Sheboygan Avenue, west of Street C (#2101). The applicant shall install and maintain a new passenger waiting shelter with seating amenity in this area, as shown, as part of the Block C plan.
53. As adopted under the GDP approvals, the applicant [or Street C Contractor] shall install and maintain a concrete boarding and shelter pad surface at the existing Metro bus stop zone shown on the west side of N Segoe Road, south of University Avenue (#2846). The applicant shall install and maintain a new passenger waiting shelter with seating amenity in this area, as part of the Block C plan.
54. The applicant or contractor shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.

**Parks Division** (Contact Sarah Lerner, 261-4281)

55. 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 West Park-Infrastructure Impact Fee district. Please reference ID# 18101.1 when contacting Parks Division staff about this project.

**City Forestry Section** (Contact Wayne Buckley, 266-4892)

56. An existing inventory of street trees located within the right of way shall be included on the landscape, site, demo, and utility plans. The inventory shall include the following: location, size (diameter at 4.5 feet), and species of existing street trees. The inventory should also note if a street tree is proposed to be removed and the reason for removal.
57. All proposed street tree removals within the right of way shall be reviewed by City Forestry before the Plan Commission meeting. Street tree removals require approval and a tree removal permit issued by City Forestry. Any tree removals that are required for construction after the development plan is approved will require at least a 72-hour waiting period before a tree removal permit can be issued by Forestry, to notify the Alder of the change in the tree plan.
58. As defined by the Section 107.13 of *City of Madison Standard Specifications for Public Works Construction*: No excavation is permitted within 5 feet of the trunk of the street tree or when cutting roots over 3 inches in diameter. If excavation is necessary, the Contractor shall contact Madison City Forestry (266-4816) prior to excavation. City of Madison Forestry personnel shall assess the impact to the tree and to its root system prior to work commencing. Tree protection specifications can be found on the following website: <https://www.cityofmadison.com/business/pw/specs.cfm>. Add as a note on the plan set.
59. The contractor shall take precautions during construction to not disfigure, scar, or impair the health of any street tree. The contractor shall operate equipment in a manner as to not damage the branches of the street tree(s). This may require using smaller equipment and loading and unloading materials in a designated space

away from trees on the construction site. Any damage or injury to existing street trees (either above or below ground) shall be reported immediately to City Forestry at 266-4816. Penalties and remediation shall be required. Add as a note on the plan set.

60. Additional street trees are needed for this project. Tree planting specifications can be found in Section 209 of the *City of Madison Standard Specifications for Public Works Construction*. All street tree planting locations and tree species within the right of way shall be determined by City Forestry. A landscape plan (in PDF format) shall be submitted to Wayne Buckley - wbuckley@cityofmadison.com, 266-4892 for approval of planting locations and tree species. All available street tree planting locations be planted within the project boundaries. Add following note to plan: "At least one week prior to street tree planting, the contractor shall contact City Forestry at 266-4816 to schedule inspection and approval of nursery tree stock and review planting specifications with the landscaper."