



Project Addresses: 6003-6067 Gemini Drive
Application Type: Planned Development District–Amended General Development Plan and Specific Implementation Plan
Legistar File ID # [61389](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted
Reviewed By: Kevin Firchow, Planning Division

Summary

Applicant & Property Owner: Dan Brinkman, DSI Real Estate, Inc.; 100 River Place; Monona.

Contact Person: Brian Munson, Vandewalle & Associates; 120 E Lakeside Street; Madison.

Requested Actions: Approval of an amended Planned Development–General Development Plan for Grandview Commons Town Center Block B at 6003-6067 Gemini Drive and approve a Specific Implementation Plan to construct a six-story mixed-use building with approximately 5,800 square feet of commercial space and 150 apartments at 6003-6051 Gemini Drive.

Proposal Summary: The applicant is requesting approval of an Amended General Development Plan and Specific Implementation Plan to construct the L-shaped, six-story mixed-use building on the “B” Block of Grandview Commons Town Center, generally between the “A” Block, which contains the Great Dane Brewpub, and the “C” Block, which contains the Metro Market grocery store. The B Block currently contains a one-story, 9,600 square-foot multi-tenant commercial building at 6067 Gemini Drive. Automobile parking for the mixed-use building and block will be provided in 198 underground stalls and 79 surface stalls. Additional parking for the block is shown in the Sharpsburg Drive right of way. A Certified Survey Map to combine four existing platted lots into one lot for the proposed building has been submitted for administrative approval pending approval of the subject building. Construction of the mixed-use building is scheduled to commence in fall 2020, with completion anticipated in spring 2022.

Applicable Regulations & Standards: Section 28.182 of the Zoning Code provides the process for zoning map amendments. The approval process and standards for the Planned Development zoning district is outlined in Section 28.098 of the Zoning Code.

Review Required By: Urban Design Commission, Plan Commission, and Common Council.

Summary Recommendation: The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00459, approving an Amended Planned Development–General Development Plan for Grandview Common Town Center B Block at 6003-6067 Gemini Drive, and ID 28.022–00460, approving a Specific Implementation Plan to construct a six-story mixed-use building on the parcel addressed as 6003-6051 Gemini Drive, all subject to input at the public hearing, the recommendations of the Urban Design Commission, and the conditions from reviewing agencies beginning on page 9 of this report.

Background Information

Parcel Location: The "B" Block of the Grandview Commons Town Center is a 2.7-acre parcel bounded by Cottage Grove Road on the south, Gemini Drive on the east, Sharpsburg Drive on the north, and North Star Drive on the west; Aldermanic District 3 (Hall); Madison Metropolitan School District.

Existing Conditions and Land Use: The subject site is developed with a one-story, 9,650 square feet multi-tenant commercial building located in the southeastern corner of the "B" Block at 6067 Gemini Drive adjacent to the northwestern corner of Cottage Grove Road. The remainder of the block is undeveloped. The entire block is zoned PD.

Surrounding Land Uses and Zoning: The "B" Block is located west of the 58,000 square-foot Metro Market grocery store completed in 2014 and two one-story multi-tenant retail buildings along the Gemini Drive frontage north of Cottage Grove Road (Buildings "C2" and "C3"). West of the B Block, the "A" Block of the town center includes the two-story Great Dane Brew Pub and a one-story multi-tenant commercial building, while the northern edge of the B Block is opposite a private park across Sharpsburg Drive. All of the adjacent properties in Grandview Commons are zoned PD. The property south of Cottage Grove Road is developed with the Shrine of the Schoenstatt Sisters of Mary compound in A (Agricultural District) zoning, with the Richmond Hill residential subdivision further to the east.

Adopted Land Use Plans: The 2018 Comprehensive Plan recommends the portion of the Grandview Commons Town Center west of Gemini Drive (A, B, and E Blocks), including the subject block, for Neighborhood Mixed-Use development. The portion of the town center located east of extended Gemini Drive (C Block), which includes the grocery store, is recommended for Community Mixed-Use development.

The Sprecher Neighborhood Development Plan, as amended in 2012, identifies the Grandview Commons Town Center properties (on the A, B, C and E blocks) for mixed-use commercial/residential development.

Zoning Summary: The site is zoned PD. The SIP will be reviewed in the following sections.

Other Critical Zoning Items	
Yes:	Urban Design (PD zoning), Utility Easements, Barrier Free
No:	Floodplain, Wellhead Protection, Waterfront Development, Landmark, Adjacent to a Park
<i>Prepared by: Planning and Zoning staff</i>	

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

Public Utilities and Services: The site is served by a full range of urban services, including weekday peak hour Metro Transit service, including service to new transit stops being installed with the reconstruction project along Cottage Grove Road.

Previous Approvals & Project History

On February 5, 2002, the Common Council approved a request to rezone 232.6 acres of land located in the northeastern quadrant of Cottage Grove Road and Interstate 39-90 from A (Agriculture District) to PUD-GDP [1966 Zoning Code] and approved the preliminary plat of Grandview Commons for the future development of 557 single-

family residences, 20 two-family residences, up to 785 multi-family residential units (throughout the development), 100,000 square feet of retail/ office uses, and 20,000 square feet of additional office space above the first floor in the neighborhood center.

On June 4, 2002, the Common Council approved an Amended PUD-GDP and a PUD-SIP for the first phase of Grandview Commons to allow development of 557 single-family residences, 20 two-family residences, up to 1,248 multi-family residential units (throughout the development), 100,000 square feet of retail/ office uses, 50,000 square feet of flex space, and 20,000 square feet of additional office space above the first floor in the neighborhood center.

On July 17, 2007, the Common Council approved a major alteration to the General Development Plan for the Grandview Commons Neighborhood Center–Mixed-Use district to allow up to 90,000 square feet of retail/office uses and 162 residential units to be developed on the portion of the neighborhood center located east of North Star Drive. The Council also approved a Certified Survey Map to create two lots within the mixed-use center, including a lot donated to the City for a future City library.

On March 20, 2012, the Common Council approved a request to rezone properties generally addressed as 5925 Sharpsburg Drive, 5901-5939 Sharpsburg Drive and 857 Jupiter Drive from Temp. A (Agriculture District), PUD-GDP and PUD-SIP to Amended PUD-GDP and R2T (Single-Family Residence District) to establish a General Development Plan for the future development of 109,000 square feet of retail/office space, a 24,000 square-foot library and 110 multi-family residential units; and approved the preliminary plat of Town Center Addition to Grandview Commons, creating 18 single-family lots, five town center lots and one outlot for the future development. The approved rezoning request coincided with approval of requests to amend the 2006 [Comprehensive Plan](#) and the 1998 [Sprecher Neighborhood Development Plan](#) to support the proposed town center mixed-use development contained in the Amended General Development Plan.

On February 2, 2016, the Common Council approved an Amended General Development Plan and Specific Implementation Plan to construct up to 35,000 square feet of commercial space in five buildings on the "B" Block at Grandview Commons Town Center (6001-6033 Gemini Drive).

Project Description

The applicant is requesting approval of an Amended General Development Plan and Specific Implementation Plan to allow construction of a six-story mixed-use building on the remainder of the "B" Block of Grandview Commons Town Center on land bounded on the south by Cottage Grove Road, on the east by Gemini Drive, on the north by Sharpsburg Drive, and on the west by North Star Drive. Most of the block is undeveloped with the exception of a one-story, 9,650 square feet multi-tenant commercial building and associated parking located in the southeastern corner of the block adjacent to the northwestern corner of Cottage Grove Road (Building "B5").

The block is characterized by approximately 10 feet of grade change from the northeastern corner of the parcel towards the Cottage Grove Road frontage. Additionally, the subject site is characterized by the presence of subsurface bedrock located near grade, particularly on the southern third of the block, and by a large diameter legacy oak tree located along Cottage Grove Road.

The proposed building will be an L-shaped structure that will parallel the North Star Drive and Sharpsburg Drive frontages of the block. The 5,800 square feet of commercial space will be divided into two distinct spaces,

including a 2,400 square-foot space proposed adjacent to the corner of North Star and Sharpsburg, and a 3,400 square-foot space located south along the North Star frontage closer to Cottage Grove Road. The two spaces will be separated by a plaza elevated above the North Star sidewalk. The remainder of the first floor will include a residential lobby, fitness room, and 15 apartments, including six with direct entrances from Sharpsburg Drive.

Above the first floor, the plans call for 132 apartments on floors 2-6. A club room and tenant patio are proposed at the northwestern corner of the second floor above the 2,400 square-foot first floor commercial space. Of the 147 apartments proposed, 11 will be studios, 87 will be one-bedroom units, and 49 will be two-bedroom units.

Automobile parking will be provided in 198 underground stalls on two levels located below the footprint of the proposed mixed-use building. An additional 79 auto parking stalls will be located at the center of the block between the L-shaped mixed-use building and B5 building at the southeastern corner. The site plan shows an additional 23 auto parking stalls in the Sharpsburg Drive right of way. Bike parking is shown on both parking levels at various locations outside the building across the block, although a total number of bike stalls is not indicated on the project plans or letter of intent. Access to the underground parking will be provided from two one-way ramps located within the surface parking area, which will be accessed by two driveways from Gemini Drive. No vehicular access to Cottage Grove Road, North Star Drive or Sharpsburg Drive is proposed.

The exterior of the proposed mixed-use building will feature a combination of two-toned horizontal composite siding, wood-grained composite panels, brick, and fieldstone veneer. The six-story building will be approximately 68 feet tall as measured from the first floor elevation to the roof, although the building will appear taller at various points due to the grade change across the site. The first floor of the proposed building will be flush with the finished site grade at the corner of the Sharpsburg Drive and Gemini Drive at the northeastern corner of the block. However, the first floor will be elevated between two and five feet at the northwestern corner of the site at Sharpsburg and North Star Drives, with additional lower level exposure as the building extends south along North Star. Nine to eleven feet of the lower level will be exposed at the southwestern corner nearest Cottage Grove Road, while the lower level will be exposed eight to ten feet when viewed from within the parking area.

Similar to the existing approved plan for the B Block, a through-block pedestrian spine is proposed through the B Block parking area to connect to the pedestrian spine that extends from the western façade of the Metro Market through the C Block parking area to Gemini Drive. Pedestrian crossings of North Star Drive and Gemini are proposed at the western and eastern ends of the pedestrian spine. In addition to the east-west pedestrian spine through the B Block, the amended plans call for a plaza at the western end of the pedestrian spine between the first floor commercial spaces, a trellis-covered patio adjacent to the eastern wall of the 3,400 square-foot commercial space, and a seating element surrounding the legacy oak tree. The pedestrian spine will feature seating opportunities and a pergola similar in design to features included on the C Block to create cohesion throughout the town center.

Analysis

This request is subject to the approval standards for zoning map amendments and Planned Development (PD) districts. In order to approve a zoning map amendment, including a major alteration to a General Development Plan, the Common Council shall find that the zoning map amendment is *consistent with* the City's Comprehensive Plan as required by Section 66.1001(3) of Wisconsin Statutes. "Consistent with" is defined as "furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan." Likewise, one of the objectives of the PD district is to facilitate high-quality development that is consistent with the goals, objectives, policies,

and recommendations of the Comprehensive Plan and adopted neighborhood, corridor or special area plans – in this case, the 1998 Sprecher Neighborhood Development Plan as amended in 2012. Per Section 28.098 of the Zoning Code, the Plan Commission shall recommend to the Common Council that a General Development Plan or any major alteration to an approved General Development Plan meets the standards for approval of a zoning map amendment to the Planned Development (PD) District following a recommendation by the Urban Design Commission regarding the design objectives listed in Subsections 28.098(1) and (2).

Consistency with the Adopted Plans

The 2018 Comprehensive Plan recommends that the A, B, and E block of Grandview Commons Town Center west of Gemini Drive be developed in the Neighborhood Mixed-Use (NMU) land use category, while the C Block east of Gemini Drive containing the grocery store be developed in the Community Mixed-Use (CMU) category. The Sprecher Neighborhood Development Plan, as amended in 2012, more generally recommends the entire Grandview Commons Town Center (A, B, C and E blocks) for "mixed-use commercial/residential development." The distinction between NMU and CMU districts is clearly made on the 2018 Generalized Future Land Use Maps at Gemini Drive, which follows the boundary established on the 2006 Comprehensive Plan maps when it, the Sprecher Neighborhood Development Plan, and the Grandview Commons Town Center General Development Plan were amended in 2012 to allow development of the 58,000 square-foot Metro Market on the C Block. Prior to those amendments, the neighborhood development plan and General Development Plan contemplated a much smaller neighborhood scale grocery store with around 10,000-15,000 square feet of floor area to serve the Grandview Commons development and environs, while the 2006 Comprehensive Plan capped grocery stores in the NMU category at 25,000 square feet of floor area. The amendment to the 2006 Comprehensive Plan land use maps to allow CMU development on the eastern half of the town center and the corresponding amendment to the Sprecher Neighborhood Development Plan were required in order to provide the planning framework to make the larger grocery store possible.

The NMU category in the 2018 Comprehensive Plan calls for relatively small existing and planned activity centers that include residential uses, as well as retail, restaurant, service, institutional, and civic uses primarily serving nearby residents. Development and design in NMU areas should be compact and walkable, and such mixed-use areas should be well connected and integrated into neighborhoods. Development in the NMU district should be transit-oriented, even in areas where transit service does not yet exist, and buildings should be oriented towards streets and located close to public sidewalks. Non-residential uses in NMU areas should focus on serving nearby residents, though some buildings may also include specialty businesses, services, or civic uses that attract customers from a wider area. An individual building should not include more than 10,000 square feet of commercial space, except for buildings containing grocery stores and/ or community facilities (such as libraries). Finally, buildings in NMU are recommended to be two to four stories tall and may include housing developed at a density up to 70 units per acre.

By comparison, the CMU category in the 2018 Comprehensive Plan supports an intensive mix of residential, employment, retail, civic/institutional, and service uses serving both adjacent neighborhoods and wider community markets. CMU areas are generally located at major intersections and along relatively high-capacity transit corridors. CMU areas can generally accommodate significant development with a variety of housing options and commercial uses that attract a wide customer base. Buildings in CMU areas may range from two to six stories in height, with more residential units and commercial space compared with development in the less-intensive NMU districts. Development and design within CMU areas should create a walkable node or corridor, ideally adjacent to existing or planned transit, and CMU development should be transit-oriented. CMU areas

should be well connected with surrounding neighborhoods and have buildings placed close to the sidewalk. Residential uses in CMU districts may be as dense as 130 units per acre.

In addition, Grandview Commons is identified by the 2018 Comprehensive Plan as an established neighborhood activity center. Within the hierarchy of activity centers in the Growth Framework in the 2018 plan, neighborhood centers are envisioned as the least intensively centers developed compared to the regional and community activity centers recommended across the City and its peripheral growth areas. Neighborhood activity centers tend to draw primarily from surrounding neighborhoods, generally have less transit access, and are sometimes located along less busy streets or sections of streets. Established activity centers have tended to attract the majority of redevelopment since the 2006 Comprehensive Plan, and have the walkability, transit service, destinations, and other amenities already in place that residents demand. The Growth Framework acknowledges that established centers will continue to develop and evolve, but likely cannot absorb a majority of the City's projected growth.

Further, Cottage Grove Road is identified in the 2018 Comprehensive Plan as a community growth corridor. According to the plan, community growth corridors are recommended along certain major streets in the city that have some transit, but lack a diversity of existing or planned future land uses. Many such corridors are or are expected to transition from an auto-oriented development pattern to more transit-, walk-, and bike-friendly styles of development.

Finally, Cottage Grove Road near Grandview Commons Town Center is identified as a peripheral growth area in the 2018 Comprehensive Plan, which are priority areas that may be suitable for newly developed Traditional Neighborhood Development (TND) on the periphery. The smaller lots, gridded streets, and activity centers that are a part of TNDs not only aid in creating a strong sense of place, but also create high-value development and allow for more residents to be served with less infrastructure.

The Sprecher Neighborhood Development Plan includes the subject site in a mixed-use commercial/residential development area recommended for the "Southwest (Town Center) Neighborhood Commercial Center," which was the working name during the neighborhood planning process for what become Grandview Commons Town Center with the original planned unit development zoning and subdivision circa 2002. The mixed-use area recommended for the Cottage Grove Road edge of the Sprecher planning area was envisioned as a "village-like" center to compliment the higher-density residential development area that characterizes the southern and western edges of the larger Grandview Commons development. The characteristics of the planned town center include:

- An emphasis on creating an integrated neighborhood business street, as distinct from an aggregation of essentially separate business sites;
- A focus on the collector street (established as North Star Drive) as the primary axis for the business district, with buildings and signage oriented toward this street rather than Cottage Grove Road;
- Multi-story buildings encouraged, particularly along the collector street;
- Mixed-use development encouraged, with office or residential uses above retail uses;
- Smaller sized businesses, and the special urban design character of the district and surrounding medium-density residential area;
- Buildings located close to the sidewalk, with parking lots to the rear or on side streets rather than in front of businesses and short term parking along business streets; and

- High levels of pedestrian amenity, including street trees and other plantings, street furniture, and lighting, and good linkages with the surrounding residential neighborhood.

While the project generally follows the density recommended for NMU sites in the Comprehensive Plan of up to 70 units an acre (54.4 units per acre for the 2.7-acre B Block; 73.5 for the specific 2.0-acre building site), the proposed six-story mass is more consistent with the recommendations for the CMU district, which generally allow up to six-story buildings compared to four in NMU. However, staff feels that the proposed six-story building represents a significantly greater utilization of the block that merits consideration by the Plan Commission compared to the current approved plan for the B Block, which calls for 35,000 square feet of commercial space to be constructed in five mostly one-story buildings surrounding a central parking area and pedestrian spine. At the time that the current plan for the B Block was approved in February 2016, it was determined that the project was consistent with the NMU recommendations. However, staff encouraged the developer to look at ways to more intensively develop the site. The developer determined at that time, however, that the subsurface bedrock condition present on the site made the construction of structured parking to serve higher-density development cost prohibitive. The developer indicates that the intensity of development represented by the proposed six-story mixed-use building justifies the cost to remove the bedrock and construct the two levels of parking proposed below the L-shaped structure.

While land uses in the Comprehensive Plan are mapped to specific locations, the recommendations presented in the Generalized Future Land Use Maps are still relatively broad, and the exact shape of many of the mapped land use categories are necessarily somewhat general. In many instances, the recommended land use pattern is refined in sub-area plans that may include more detailed land use categories that generally fit within the broad categories within the Comprehensive Plan, as well as design guidelines that respond to the specific surrounding context.

It is important to refer to other Elements of this Plan and other city plans and ordinances when considering whether development is appropriate for a given parcel. The general density range is intentionally broad for most categories because building form, not density, should be the primary consideration when determining whether a building fits appropriately within a given neighborhood, district, or corridor. Sub-area plans frequently offer more detailed height and design standards, and should be referred to in addition to the Comprehensive Plan. While adopted sub-area plan residential and mixed-use standards should generally fit within the land use standards shown in this Plan, they may have heights that exceed what is shown in this plan. When that is the case, the sub-area plan standards should be applied, just as they are applied when more restrictive building heights are included.

The Sprecher Neighborhood Development Plan contains no specific limits on residential density or building heights to achieve the objectives for the town center outlined above. However, there is some precedent within the Grandview Commons Town Center for buildings taller than four stories on land recommended in the NMU district. In 2014, the Plan Commission and Common Council approved construction of "The View" mixed-use building directly northwest of the subject site on the west side of North Star Drive between Gemini Drive and Jupiter Drive on the northern edge of the Grandview Commons Town Center. The View stands a full five stories above the grade of North Star Drive and includes a recessed sixth floor rooftop amenity for residents. While there are similarities between the mass of The View and the proposed six-story building, staff acknowledges that the scales of the two buildings are different, with effectively two of the former proposed in the form of the latter.

Overall, Planning staff feels that the Plan Commission may find that the height of the proposed building is appropriate despite it being taller than generally recommended for NMU development by the Comprehensive Plan. The height of the proposed building is not inconsistent with the Sprecher Neighborhood Development Plan.

and should achieve many other goals and objectives for the town center espoused by the plan, including focusing the project along North Star Drive (and secondarily, Sharpsburg Drive), placing the building close to those streets with parking to the rear and below the building, and providing a high degree of pedestrian amenity throughout the B Block.

Urban Design Commission Recommendation

The Urban Design Commission (UDC) reviewed the Amended General Development Plan and the Specific Implementation Plan at its July 29, 2020 meeting and recommended **initial** approval. The conditions of initial approval are listed in the 'Recommendation' section at the end of this report. Final approval of the project is scheduled for the September 2 UDC meeting. [The plans provided for the Plan Commission review are the same plans that were submitted to the UDC for final approval.]

In recommending initial approval, the UDC asked the project team to organize some of the color blocks in a more cohesive manner and to simplify the materials, possibly reducing the palette by one. The UDC also recommended that it would be beneficial to not use some of the horizontal elements in a vertical fashion.

Planning staff agrees with the comments by the Urban Design Commission and believes that the mass of the six-story L-shaped building should be modulated so that it is more vertically organized and less horizontally organized and less monolithic overall. This is particularly so along the northerly façade facing Sharpsburg Drive, where the bend in the northern façade along Sharpsburg provides an opportunity to create a break in the mass to make the six-story building look like two masses, which staff believes will create more visual interest along that façade and make it seem less massive. Sheet A223 of the project plans illustrates a similar treatment along the long southern façade of the "L," which staff feels should be introduced on the opposing side of the building to achieve a similar effect. As part of its recommendation on the proposed development, Planning staff recommends that the Plan Commission opine on the mass of the proposed building; any changes to the mass recommended by the Plan Commission will be communicated to the Urban Design Commission for their consideration during final review of the project.

Conclusion

The applicant is seeking approval of an amended General Development Plan and Specific Implementation Plan for the B Block of Grandview Commons Town Center to allow construction of a six-story mixed-use building with 5,800 square feet of first floor commercial space and 147 apartments adjacent to an existing one-story, 9,650 square-foot commercial building located in the southeastern corner of the block.

The Planning Division believes that the proposed development can meet the standards for Planned Development approval despite the mass of the building being greater than what is generally recommended for the site by the Comprehensive Plan, which recommends the site for development in the Neighborhood Mixed-Use (NMU) land use category. Development in the NMU category is recommended to occur in two- to four-story buildings at a density of approximately 70 units an acre. While the density of the proposed building is consistent with the density recommendations in the NMU district, the mass of the proposed building is more consistent with the intensity of development allowed in the Community Mixed-Use (CMU) district in the Comprehensive Plan, which allows for up to six-story buildings.

The Comprehensive Plan gives considerable deference to the recommendations in sub-area plans, which tend to be more specific and detailed than the broad land use categories applicable across the City in the Comprehensive Plan. In this case, the Sprecher Neighborhood Development Plan recommends that the subject site be developed as a "village-like" town center, with "multi-story" mixed-use buildings placed close to the sidewalk, parking in the rear, and a high degree of pedestrian amenity. The neighborhood development plan, however, does not specify how tall or dense new development in the town center should be. In general, the proposed building is consistent with the recommended characteristics for the town center in the neighborhood development plan and feels that there is adequate precedent with the five- to six-story building located directly northwest of the site to allow the six-story building despite the inconsistency with the NMU height recommendation. Further, staff feels that the proposed development is generally consistent with the intensity of development envisioned for community growth corridors and peripheral growth areas in the Comprehensive Plan.

While staff generally supports the more intensive use of the subject site compared to the current approved plan for the block, which calls for five one-story commercial buildings surrounding surface parking, staff feels that more should be done to modulate the mass of the building along Sharpsburg Drive to create more visual interest along that façade and to make the six-story building less monolithic. Staff recommends using the bend in the east-west wing of the L-shaped building to break the mass facing north into two distinct modules.

Recommendation

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

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00459, approving an Amended Planned Development–General Development Plan for Grandview Common Town Center B Block at 6003-6067 Gemini Drive, and ID 28.022–00460, approving a Specific Implementation Plan to construct a six-story mixed-use building on the parcel addressed as 6003-6051 Gemini Drive, all subject to input at the public hearing, the recommendation of the Urban Design Commission, and the conditions from reviewing agencies:

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

Planning Division

1. Any proposed HVAC or utility penetrations for the building shall not face a public right of way. Any such penetrations elsewhere on the exterior of the building shall be designed to be perpendicular to the facades to limit their visibility to the greatest extent possible. No utility or HVAC pedestals or penetrations, including HVAC wall packs for units, and gas meters or electric meters for buildings/ units shall be permitted without specific approval by the Urban Design Commission and Plan Commission.
2. The final plans shall include a detailed account of the automobile and bicycle parking stalls located on-site. Any auto or bike parking located off the subject site shall require separate approvals external to the proposed zoning approvals.

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

The Urban Design Commission recommended **initial approval** of the Amended GDP and the SIP on July 29, 2020 subject to the following conditions [the UDC is scheduled to review a request for final approval on September 2]:

3. If not already planted, replace the Callery Pear trees with another ornamental species.
4. Organize some of the color blocks in a more cohesive manner; simplify the materials, possibly reducing the palette by one. It would be beneficial to not use some of the horizontal elements in a vertical fashion.
5. Consider landscaping in the buffer area under the covered plaza.
6. The Commission would like to see high-quality pictures of building materials, as well as before and after renderings highlighting updates.

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

7. According to our records, a private sanitary sewer was built below the proposed building connecting to the City sewer in Sharpsburg Drive serving the proposed Building B4 at southwest corner of site (corner of North Star Drive and Cottage Grove Road). It is understood that it is all now one building. The applicant shall show what will be done with the existing private sewer if the City records are correct that it was built.
8. Enter into a City / Developer agreement for the required infrastructure improvements. Agreement to be executed prior to sign off. Allow 4-6 weeks to obtain agreement. Contact City Engineering to schedule the development and approval of the plans and the agreement.
9. Make improvements to sidewalk, terrace, parking, roadway, and curb and gutter as required by City Engineer.
10. Provide the City Engineer with the proposed earth retention system to accommodate the restoration. The earth retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
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.
13. A Storm Water Maintenance Agreement (SWMA) is required for this project.
14. 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.
15. 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 Capital Area Regional Planning Commission (CARPC) is required.
16. Revise the site plans to show the location, depth, type, and size of existing and proposed private utilities (gas, electric, phone, steam, chilled water, etc.) in the project area or the adjacent right of way.

17. 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.
18. The applicant shall show storm water "overflow" paths that will safely route runoff during the 100-year 24-hour design storm when the storm sewer is at capacity.
19. 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.
20. 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.
21. 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.
22. 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.
23. 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.
24. 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.
 - Rate Control: Detain the 100-year storm events, matching post development rates to predevelopment rates and using the design storms identified in MGO Chapter 37.

Infiltration: Provide infiltration of 90% of the pre-development infiltration volume.

TSS New Development: Reduce TSS by 80% (control the 5-micron particle) off of newly developed areas compared to no controls.

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 best-management practices (BMP) used to meet stormwater management requirements on this project.

25. Submit, prior to plan sign-off but after all revisions have been completed, a digital CAD file (single file) to the 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 Engineering Division. Email PDF file transmissions are preferred to: bstanley@cityofmadison.com (East) or ttroester@cityofmadison.com (West).

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

27. The pending Certified Survey Map applications for these properties shall be completed and recorded with the Dane County Register of Deeds (ROD), the new parcel data created by the Assessor's Office and the parcel data available to Zoning and Building Inspection staff prior to issuance of building permits for new construction.
28. Show the public sanitary sewer and the easement (per plat of Grandview Commons Replat No 3) that exist along the east side of the site on the existing conditions and utility plans. Also, show the sanitary lateral serving 6067 Gemini Drive that crosses this site.
 29. The Public Sanitary Sewer Easement near the northwesterly corner of the site per Document No. 5245235 shall be released by separate document prepared by City Office of Real Estate Services. Contact Jeff Quamme of Engineering Mapping (jrquamme@cityofmadison.com, 266-4097) to coordinate the Real Estate project, and associated information and fees required. The easement shall be released prior to the recording of the pending CSM.
 30. The 25-foot Access Easement for the benefit of current Lot 1013 per the plat of Grandview Commons Replat No. 3 shall be released and the Declaration of Easements Covenants and Restrictions for Grandview Commons Replat No. 3 per Document No. 5246564 shall be amended or released and a new Declaration of Easements Covenants and Restrictions shall be drafted and recorded to accommodate this development as proposed. Provide a copy for review prior to sign off of the pending Certified Survey Map. The agreement shall be recorded immediately after the pending Certified Survey Map for this Development has been recorded.
 31. The plan proposes additional angled parking to be constructed within Sharpsburg Drive along the north side of the site. The existing maintenance agreement per Document No. 5288422 shall be released and replaced with a new Maintenance Agreement referring to the new pending CSM lot and new exhibit of the parking stalls as approved if approved by City Engineering.

32. The plans propose bicycle parking encroaching into the North Star Drive right of way. The applicant shall confirm and note on the plans all encroachments, including, (but not limited to) balconies, roof overhangs and underground vaults. Make an application with City of Madison Office of Real Estate Services for a privilege in streets agreement. An approval of the development does not constitute or guarantee approval of any encroachments within a public right of way.
33. Per the existing conditions, there is a communications line along the west line of the site that is not within a recorded utility easement Coordinate and request from the utility companies serving this area the easements required to serve this development. Those easements shall be properly shown, dimensioned and labeled on the pending Certified Survey Map.
34. Along the north (westerly end) side of the project adjacent to Sharpsburg Drive there is a significant ramp and stairs within the existing public utility easement. The applicant, consultant and owner are responsible to coordinate with the public utilities prior to construction to obtain permission and coordinate the proposed major improvements within the easement.
35. The Stormwater Maintenance Agreement per Document No. 5274248 shall be updated/ replaced with a new Agreement due to the site changes proposed with this new development.
36. The base apartment address and the commercial addresses will be determined when the addressing plan is created. Submit a floorplan in PDF format to Lori Zenchenko (lzenchenko@cityofmadison.com) that includes a floorplan for each floor on a separate sheet for the development of a complete building and interior addressing plan. The Addressing Plan for the entire project shall be finalized and approved by Engineering (with consultation and consent from the Fire Marshal if needed) prior to the submittal of the final Site Plan Approval application with Zoning. The approved Addressing Plan shall be included in the final application. For any changes pertaining to the location, deletion or addition of a unit, or to the location of a unit entrance, (before, during, or after construction), a revised Addressing 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.

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

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| <ol style="list-style-type: none">37. The applicant shall enter into a signed developer's agreement through City of Madison Engineering prior to sign off to facilitate construction of improvements in Sharpsburg Drive Right of Way. The applicant shall obtain Transportation Commission and Board of Public Works approval for the proposal.38. The applicant shall provide ADA access from the proposed plaza area to the North Star Drive right of way. |
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39. 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.

40. 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.
41. 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.
42. All parking facility design shall conform to the standards in MGO Section 10.08(6).
43. All bicycle parking adjacent pedestrian walkways shall have a two (2)-foot buffer zone to accommodate irregularly parked bicycles and/or bicycle trailers.
44. 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.
45. Per MGO Section 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.
46. The applicant shall provide a clearly defined five-foot walkway clear of all obstructions to assist citizens with disabilities, especially those who use a wheel chair 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.
47. 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.
48. 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) 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.
49. The driveway slope to the underground parking is not identified in the plan set, Traffic Engineering staff 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.

50. The applicant shall show the dimensions for the proposed Class III driveway including the width of the drive entrance, width of the flares, and width of the curb cut.
51. Secure parking facility: This is usually done with continuous six (6)-inch curb, timbers, preformed wheel stops, guardrail erected at a height of 18 inches or fencing of sufficient strength to act as a vehicle bumper.
52. The developer shall provide a recorded copy of any joint driveway ingress/egress and crossing easements, which shall be noted on face of plan.
53. 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 Cottage Grove Road will be granted for construction purposes. Provide a detailed construction plan to Traffic Engineering for review by the Traffic Control Specialist (Mike Duhr) prior to final signoff.
54. Items in the right of way are not approvable through the site plan approval process. Make a note on all pages showing improvements in the right of way that states: "The Right-of-Way is the sole jurisdiction of the City of Madison and is subject to change at any time per the recommendation/plan of Traffic Engineering and City Engineering Divisions."

Zoning Administrator (Contact Jenny Kirchgatter, 266-4429)

55. Bicycle stalls are proposed in the public right of way. Note that bicycle stalls located in the public right of way do not count toward the minimum bicycle parking requirement. The minimum required amount of bicycle parking must be provided on the private property.
56. Work with Planning and Zoning staff to finalize the Zoning text.
 57. Show the building setback distances on the site plan.
 58. Show the approved bicycle parking locations for the existing B5 building.
 59. Bicycle parking for the commercial tenant spaces shall comply with the requirements of MGO Sections 28.141(4)(g) and 28.141(11) and will be reviewed prior to obtaining zoning approval for each use. Provide a minimum of three (3) short-term bicycle parking stalls located in a convenient and visible area on a paved or pervious 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.
 60. Bicycle parking for the multi-family dwelling units shall comply with MGO Sections 28.141(4)(g) and 28.141(11) and shall be designated as short-term or long-term bicycle parking. A minimum of 154 resident bicycle stalls are required plus a minimum of 15 short-term guest stalls. A minimum of 90% of the resident stalls shall be designed as long-term parking, and the guest stalls shall be short-term parking. 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 dimensions of the bicycle stalls and the access aisles on the plans. Note: A bicycle stall is a minimum two (2) feet by six (6) feet with a five (5) foot wide access area. The access aisle must not be obstructed by vehicles, columns or other structures. Provide details of the proposed bike racks including structured, vertical or wall mount bike racks.

61. Submit a rooftop plan showing the location of any proposed rooftop mechanical equipment and screening. All rooftop and ground level mechanical equipment and utilities shall be fully screened from view from any street or residential district per Section 28.142(9)(d).
62. Provide details of the plaza and common area amenities, including pergolas, water features, art installations, planters, and seating.
63. 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.
64. 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)

65. MGO Section 34.503/IFC 503 Appendix D105, Provide an aerial apparatus access fire lane that is at least 26 feet wide, if any part of the building is over 30 feet in height. The near edge of the aerial fire lane shall be within 30-feet and not closer than 15 feet from the structure, and parallel to one entire side. The aerial fire lane shall cover not less than 25% of the building perimeter.
66. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.

Water Utility (Contact Jeff Belshaw, 261-9835)

67. The water service to 6067 Gemini Drive maybe in conflict with the related CSM where as it crosses the proposed property line of the new CSM. Upon development, a separate water service lateral and water meter will be required to serve each parcel. The water laterals shall be directly connected to the public water main with the shut-off valve located in the public right of way (per PSC 185.52 (2)). A water lateral is not required if the parcel remains undeveloped. The Madison Water Utility will be required to sign off as part of the approval review associated with this Land Use Application/Site Plan Review prior to the issuance of building permits for the proposed development.

68. A Water Meter Application Form and fees must be submitted before connecting to the existing water lateral. Provide at least two (2) 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/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)

69. In coordination with public works improvements, the applicant shall expand the existing concrete boarding pad surface ten feet further north at the planned Metro bus stop on the east side of North Star Drive, north of Cottage Grove Road.
70. The applicant shall install and maintain a concrete seating amenity pad surface as part of the private landscape plan opposite the planned Metro bus stop zone that is on the east side of North Star Drive north of Cottage Grove Road. The applicant shall install and maintain a new passenger seating amenity in this area, as part of the private landscape plan. The applicant shall include the location of these transit amenities on the final documents filed with their permit application so that Metro Transit may review the design.

Parks Division (Contact Ann Freiwald, 243-2848)

71. 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: 14136.2 when contacting Parks Division staff about this project.

City Forestry Section (Contact Jeffrey Heinecke, 266-4890)

72. As defined by MGO Section 10.10, City Forestry will assess the full cost of the street tree installation to the adjacent property owner. City Forestry will determine street tree planting sites and tree species type. Street tree planting will be scheduled after there is substantial completion of the new plat development along the street segment.
73. Please remove non-existing street trees from the plan set.