

ZONING TEXT

Statement of Purpose

The Planned Unit Development District/General Development Plan is established to help provide a framework for a mixed-use neighborhood that would be generally consistent with the Sprecher Neighborhood Plan. The neighborhood is intended to provide a safe and suitable environment to work, shop and live.

Metrotech Plat General Guidelines

The Primary and Secondary Building Placement Zones:

The intent of the primary and secondary building zones is to create a framework to guide architects and developers and to ensure the goals listed above are implemented. The architect, site planner or developer is required to locate at least 50% of the primary building within the primary building zone. Parking areas shall not occur between the building façade and any public street within the primary building zone. The secondary building zone is intended to guide placement of buildings in areas that may not be as important to the character of the streetscape, but would add to the overall feel of the neighborhood.

The primary building zones described in this document on page 46 were designed to reinforce the goals of the General Development Plan and also allow the developer and architect the flexibility and creativity to design a space that is appropriate for their user. If a superior design solution is created, or adjoining areas are combined, the developer, site planner or architect should explain in detail the reasons why the building zone should be redefined and insure that the goals that are laid out in the following sections are adhered to.

Build-to Lines and Building Setbacks:

Build-to lines serve to create a more pedestrian friendly neighborhood by requiring buildings to be placed at the front setback lines along public streets. The build-to lines are located at the frontages of public streets within the primary building zones. The architect, site planner or developer is required to place at least 50% of the primary building at the build-to line. Canopies, loggias or other structural elements could satisfy this requirement if the element is attached to the primary building.

Building setbacks are used on side and rear boundaries of the parcels to define where the building limits are. Parking areas, landscaped buffer areas and other features such as signage can occur beyond the building setbacks if those elements conform to existing zoning regulations.

Development Phasing:

Development phasing on any of the development areas may be appropriate, but all future phases must be shown on any Specific Implementation Plan (SIP) to insure that the goals of this document are achieved. The floor area ratio (F.A.R.) will be based on the improved area of the development site.

Residential Density:

The maximum dwelling units-per-acre is 20 averaged over the 5 sites that allow residential development. If recommended density cannot be achieved on sites 8, 9 and 10s, then additional density may be allowed on the residential sites 6 and 7, not to exceed 25 dwelling units per acre. In no way will more than 269 units be allowed over the whole development area. Site 10 will not exceed a density of 25 dwelling units per acre.

Sign Requirements:

Finalized signage design will be provided as part of the SIP submittal or as a minor amendment to the SIP. Sign requirements will conform to the City of Madison sign regulations.

Accessory Off-Street Parking and Loading:

Accessory off-street parking and loading requirements per approved plans shall be provided as part of the SIP submittal.

Bicycle parking will conform to the standards set forth in section 28.11(3) of the Zoning Code.

Parking will be located at the rear or sides of the buildings and will utilize a combination of shared parking and access with Site 8. Surface parking, on-street parking, and underground parking could be utilized in this area.

Parking that is located between any public street and the building façade within the primary building zones can only be done to accommodate unusual circumstances, such as disabled accessibility or other important needs. Parking areas that do occur in this should be integrated into the overall design of the building.

Surface or structured parking will be located at the rear or sides of the buildings. Any surface parking that may be visible from a public street will be screened with landscaping or architectural screening.

Parking areas that are not screened from Street “A” and Street “B” by building placement will be screened with landscaping or with architectural elements.

Development Phasing:

Development phasing on any of the Site 9 may be appropriate, but all future phases must be shown on any Specific Implementation Plan (SIP) to insure that the goals of this document are achieved. The floor area ratio (F.A.R.) will be based on the improved area of the development site.

SITE 10

Description:

Site 10 is a multifamily residential area located on the western side of the site adjoining a 2.5-acre dedicated public park. This area serves as a transition from the more intensive mixed uses to the east with the proposed residential uses to the west. This area will be designed to have an urban residential feeling that faces the public street and public park.

This area is to be reserved for market rate condominiums, senior oriented living, or upper market rental units. This area is to be designed so that it addresses the public street system and public park. There is a height limit of 3 stories (as measured from the grade at the building where it faces the parkland) in Site 10 to reduce the impact that a taller building would have on the public parkland

Site 10 would accommodate up to 74 residential units at a maximum of 25 dwelling units per acre. Market rate condominiums, senior living, or upper market apartment are allowed uses in this area. Residential density that is not used on site 10 may be applied to sites 6, and 7 as provided below.

Residential units need to include amenities that would serve the residents. These amenities could include indoor/outdoor common spaces, rooftop gardens or other community spaces that are dedicated to the enjoyment of the neighborhood.

Permitted Uses:

Multiple family dwellings

Parks and Playgrounds

Accessory Residential Uses

Home offices

Home based occupations

Temporary real estate offices

Handicapped person's home occupation provided that the benefit of such a use shall never accrue to other than a handicapped person or become a nonconforming use for the benefit of anyone who is not a handicapped person.

Community living arrangements for not more than 8 persons being served by the program provided:

- a. That the loss of any state license or permit by a community living arrangement be an automatic revocation of that facility's use permit
- b. That the applicant disclose in writing the capacity of the community living arrangement
- c. R. by ord. 10,790, 12-17-93
- d. That the total capacity of all communal living arrangements in an aldermanic district has not and will not by the inclusion of a new community living arrangement exceed twenty five (25) persons or 1% of the population, whichever is greater, of such a district

Family daycare provided:

- a. That the loss of any state license or permit by a family daycare home be an automatic revocation of that facility's use permit
- b. That the facilities pass the inspections of the Director of the Inspection Unit and the Fire Prevention Bureau.

Adult family daycare home provided that the facility pass the inspection of the Director of the Inspection Unit and the Fire Prevention Bureau

Recreational and community centers that are not operated for profit provided that they are adequately buffered and insulated from neighboring residential and not exceeding 8,000 square feet.

Offices for non-profit community service organizations located in recreation or community centers

Bed and Breakfast facilities provided:

- a. That the establishment has a valid permit from the City Health Department, the only meal served is breakfast to registered guests
- b. Off street parking is available pursuant to section 28.11(3)(1)6.d.
- c. Fire protection may be more restricted than State requirements
- d. Length of stay shall not exceed 21 consecutive days

Lot Area:

3.0 Acres or as approved in the SIP.

Intensity:

Maximum allowed dwelling units per acre is 25

If the maximum allowed residential density cannot be achieved on this site, the unused residential units may be distributed on sites 6 and 7 provided that neither site may average more than 25 dwelling units per acre.

Height Requirements:

A maximum of 3 stories (as measured from the grade at the building where it faces the parkland.)

Build-to Lines:

20' from Street "A" r.o.w. within the Primary Building Zone or as approved in the SIP.

10' from Street "B" r.o.w. within the Primary Building Zone or as approved in the SIP.

Minimum Setbacks:

20' from southern property line or as approved in the SIP.

25' from western property line or as approved in the SIP.

Yard Requirements:

Yard areas will be provided as part of the SIP submittal.

Family Definition:

Family Definition is pursuant to the definition in chapter 28.03(2) of the Madison Zoning Ordinances as related to the SR-V2 District.

Sign Requirements:

Finalized signage design will be provided as part of the SIP submittal or as a minor amendment to the SIP. Sign requirements will conform to the City of Madison sign regulations.

Accessory Off-Street Parking and Loading:

Accessory off-street parking and loading requirements per approved plans shall be provided as part of the SIP submittal.

Bicycle parking will conform to the standards set forth in section 28.11(3) of the Zoning Code.

Parking that is located between any public street and the building façade within the primary building zones should only be implemented to accommodate unusual circumstances, such as disabled accessibility or other important needs. Parking areas that do occur in this zone will need to have a high level of visual screening or be integrated into the overall design of the building.

Parking will be located at the rear or sides of the buildings. Surface or structured parking will be located so that it does not negatively impact the public park. Any surface parking that may be visible from a public street or park will be screened with landscaping or architectural screening.

Development Phasing:

Development phasing on any of the Site 10 may be appropriate, but all future phases must be shown on any Specific Implementation Plan (SIP) to insure that the goals of this document are achieved. The floor area ratio (F.A.R.) will be based on the improved area of the development site.

METROTECH NEIGHBORHOOD

Revised Land Use Tabulations

Lot Description	Square Feet	Acres	Square Feet*	Maximum Floor	Square Feet			Residential Units	Dwelling Units per Acre	Maximum FAR
					Retail	Office**	Residential***			
1	187,013	4.3	130,909	3		130,909				0.70
2	225,697	5.2	180,558	~5/6		180,558				0.80
3	161,017	3.7	136,864	~7/8		136,864				0.85
4	60,971	1.4	48,777	3/2 min.		48,777				0.80
5	43,261	1	34,608	3/2 min.	8,000	26,608				0.80
6	129,573	3	97,180	5/2 min.	16,000	23,580	57,600	48	16 #	0.75
7	128,599	3	96,449	5/2 min.	12,000	42,449	42,000	35	12 #	0.75
8=	112,632	2.5	101,367	4		26,967	74,400	62	25	0.90
9=	86,192	2	60,334	5			60,334	50	25	0.70
10	128,919	3	85,794	3			85,794	74	25	0.66
Public Parkland	107,242	2.5								n/a
Public Right of Way	236,500	5								n/a
Site Totals	1,607,616	37	972,840		36,000	616,712	320,128	269	Average 20.0	Average 0.77

Notes:

- * Estimated Building Square Feet is based on the FAR or dwelling units per acre.
- ** The average office square feet is based on the average FAR minus the retail and estimated residential square feet.
- *** Residential units are based on the maximum dwelling units that are available to each of the sites and the square footage per unit has been estimated at 1200 sq. ft. per unit.
- # Sites 6 and 7 may receive added dwelling units if not applied to sites 8, 9, and 10. They are not to exceed 25 du/acre
- ~ Maximum height of buildings may be increased with underground or structured parking.
- = Sites 8 and 9 may be combined with the corresponding land-use tabulations adjusted accordingly.

Zoning Text

March 31, 2021

Lot 10 Metrotech

Amended PD-GDP-SIP

KBA 2108

Legal Description:

The lands subject to this Planned Unit Development District shall include Lot 10, Metrotech, City of Madison, Dane County.

A. **Statement of Purpose:** This zoning district is established to allow for the construction of a 74-unit multifamily development.

B. **Permitted Uses:** Following are permitted uses:

1. Multifamily residential uses as shown on approved plans.
2. Accessory uses including but not limited to:
 - a. Accessory uses directly associated with those permitted uses including parking for residents and guests.
 - b. Temporary buildings for storage of building materials and equipment for construction purposes when on the same lot as a principle use for a period not to exceed the duration of such construction.

C. **Lot Area:** As shown on the approved plans.

D. **Height Regulations:** As shown on the approved plans.

E. **Yard Regulations:** As shown on the approved plans.

F. **Landscaping:** Site Landscaping will be provided as shown on the approved plans.

G. **Usable Open Space Requirements:** Usable open space will be provided as shown on the approved plans.

H. **Parking & Loading:** Off-street parking and loading shall be provided as shown on the approved plans.

I. **Family Definition:** The family definition shall coincide with the definition given in M.G.O.28.21 I for the SR-V2 Zoning district.

J. **Signage:** Signage for the residential building will be allowed as provided per Chapter 31 of the Madison General Ordinances as compared to the CC-T district.

K. **Alterations and Revisions:** No alteration or revision of this Planned Unit Development shall be permitted unless approved by the City Planning Commission, however, the Zoning Administrator may issue permits for minor alterations or additions which are approved by the Director of Planning and Development and the alderperson of the district and are compatible with the concept approved by the City Planning Commission.