



Report to the Plan Commission

December 17, 2012

Legistar I.D. #28378 & 28591

1004-1504 S. Pleasant View Road

Rezoning, Preliminary and Final Plats

Report Prepared By:

Timothy M. Parks, Planner

Planning Division

Requested Actions: Approval of a request to assign RDC (Research and Development Center District) and C (Conservancy District) zoning to approximately 103.7 acres of land located at 1004-1504 S. Pleasant View Road with a master plan to guide future development, and; approval of a preliminary plat and a final plat creating 14 lots for research park and office development and 4 outlots for private stormwater management and open space.

The zoning map amendment was filed for review on October 17, 2012. The proposed ordinance also assigns EC (Employment Campus District) and CN (Conservancy District) zoning to reflect the Zoning Code that will be in effect on January 2, 2013.

Applicable Regulations & Standards: Section 28.12(10) provides the process for zoning map amendments. The subdivision process is outlined in Section 16.23(5)(b) of the Subdivision Regulations.

Summary Recommendation: The Planning Division recommends that the Plan Commission forward Zoning Map Amendments 3645-3646 and 28.0222-00014 and 28.0222-00015 and the preliminary and final plats of University Research Park–Pioneer Addition to the Common Council with recommendations of **approval** subject to input at the public hearing and the conditions from reviewing agencies beginning on page 6 of this report.

Background Information

Applicant & Property Owner: University of Wisconsin Board of Regents; 1860 Van Hise Hall, 1120 Linden Drive; Madison; Mark Bugher, representative.

Agent: David Wolmutt, SmithgroupJJR; 625 Williamson Street; Madison.

Surveyor: Scott Henkel, Foth Infrastructure & Environment, LLC.; 2514 S. 102nd Street, Suite 278, Lincoln Center II; West Allis.

Proposal: The University Research Park–Pioneer Addition subdivision calls for the 103.7-acre site to be platted as 14 lots to be developed with office-commercial and light industrial uses and 4 outlots for private stormwater management and open space. The eastern approximately 78.8 acres of the site will be zoned RDC (Research and Development Center District) under the 1966 Zoning Code under which the application was filed, and EC (Employment Campus District) under the new Zoning Code. The southwestern-most 24.8 acres will be zoned C (Conservancy District) and CN (Conservancy District) under those respective codes. The letter of intent indicates that development of the subdivision is scheduled to commence in 2013, with build-out of the development to occur over a 5-10 year period.

Parcel Location: Approximately 104 acres of land generally located in the southwestern quadrant of S. Pleasant View Road (CTH M) and Valley View Road, Aldermanic District 1; Middleton-Cross Plains School District.

Existing Conditions: Undeveloped land, which was attached without a zoning classification.

Surrounding Land Use and Zoning:

North: University Research Park–Pioneer subdivision, zoned RDC (Research and Development Center District) [EC (Employment Campus District)], and undeveloped land, zoned Temp. A (agriculture District) [A];

South: Single-family residences and golf course in the Hawks Landing Golf Club subdivision, zoned R1 (Single-Family Residence District) [SR-C1 (Suburban Residential-Consistent 1)];

East: Single- and two-family residences in the Westview Hills subdivision, zoned R1 [SR-C1] and R3 (Single- and Two-Family Residence District) [SR-C3]; single-family residences in the Applewood Hill subdivision and undeveloped land in the Town of Middleton;

West: Single-family residences and golf course in the Hawks Landing Golf Club subdivision, zoned R1 (Single-Family Residence District) [SR-C1]; Bentley Green Condominiums and Greenside Park, zoned R4 (General Residence District) [SR-V2 (Suburban Residential-Varied 2)]; single-family residences and a stormwater management outlot in the Linden Park subdivision, zoned R1 and R2T (Single-Family Residence Districts) [SR-C1 and TR-C3 (Traditional Residential-Consistent 3)].

Adopted Land Use Plan: The Mid-Town Neighborhood Development Plan generally recommends the eastern portion of the subject property for future research and development/ employment uses and the westernmost 24.8 acres and various corridors throughout the site for open space and stormwater management pursuant to a November 29, 2011 amendment to the neighborhood development plan.

Environmental Corridor Status: A mapped environmental corridor follows the City's drainage and sanitary sewer corridor, which extends north-south through the eastern 78.8 acres of the site. The corridor map shows areas of woodland greater than 80% canopy along the western edge of the eastern 78.8 acres and over the entire 24.8 acre portion of the site at the southwestern corner. The map also depicts two small drainage corridors that drain across the southern portion of the site toward a low point on the adjacent Hawks Landing golf course. Staff recommends a condition of approval that the applicant work with the Planning Division and Capital Area Regional Planning Commission to revise the environmental corridor map to reflect the proposed changes to the north-south drainage and sewer corridor and to include proposed Outlots 1 and 2 prior to recording the final plat.

Public Utilities and Services: The subject is located entirely in the Central Urban Service Area and the proposed development will generally be served by a full range of urban services, with the exception of transit service.

Regarding transit service, Tim Sobota of Metro Transit has submitted the following comments:

"The proposed development site is outside Metro Transit's current service area for both fixed route and paratransit vehicles. The proposed plat area would be at least three-quarters of a mile from the nearest fixed route bus stop, located on Watts Road east of S. Junction Road. Metro Transit's paratransit service boundary is dictated as the parcels within three-quarters of a mile of a transit route providing all-day service, which would include those stops on Watts Road at S. Junction Road.

There is no present source of funding allocated for extension/addition of transit service to the Pioneer neighborhood (including the original platted area of the University Research Park 2) or this additional plat area, beyond what is already provided east of South Junction Road described above. Any new

transit service to this area would require City budget approvals and review by the Transit and Parking Commission. Metro Transit presented a proposal for a conceptual transit service extension plan serving the Pioneer neighborhood to the Transit and Parking Commission on February 10, 2004. This service represented a new bus route operating out of the West Transfer Point and having up to 60 minutes to travel to and through the Pioneer neighborhood area before returning back to the West Transfer Point. The exact corridor to access the Pioneer neighborhood was not identified (i.e. Mineral Point Road versus Watts Road), nor was a circulation path within the plat area (dependent upon phasing of local street construction/connections). The cost of such service would generally be dependent upon how many of these hour-long roundtrips were made each day.”

Zoning Summary: Proposed RDC (Research & Development Center District) zoning.

Requirements		Required	Proposed
Lot Area		6,000 sq. ft.	All proposed lots will exceed
Lot Width		50'	All proposed lots will exceed
Front Yard		10' w/ 50% of bldg. bet. 10-30"	To be det. w/ individual bldgs.
Side Yards		10'; may be 0' for shared wall	To be det. w/ individual bldgs.
Rear Yard		10'; may be 0' for shared wall	To be det. w/ individual bldgs.
Floor Area Ratio		0.35 mn.; 0.2 for 1 st phase; no mx.	To be det. w/ individual bldgs.
Building Height		N/A	---
Impervious Surface Ratio		0.85 maximum	To be det. w/ individual bldgs.
No. Parking Stalls		To be det. w/ individual bldgs.	---
Accessible Stalls		To be det. w/ individual bldgs.	---
Loading		To be det. w/ individual bldgs.	---
No. Bike Parking Stalls		To be det. w/ individual bldgs.	---
Other Critical Zoning Items			
Yes:	Utility Easements, Barrier Free		
No:	Urban Design, Floodplain, Wellhead Protection, Adjacent to Park		
Prepared by: Pat Anderson, Asst. Zoning Administrator			

Project Review

The University of Wisconsin Board of Regents is requesting approval of a zoning map amendment to assign zoning to a 103.7-acre property generally located on the west side of S. Pleasant View Road (CTH M) between Valley View Road and Waterbend Drive, which was recently attached to the City from the Town of Middleton. Approximately 78.8 acres of the property extending along the S. Pleasant View Road frontage will be zoned RDC (Research and Development Center District), with the remaining 24.8 acres of the property located in the extreme southwestern corner of the site to be zoned C (Conservancy District). Due to the transition from the 1966 Zoning Code to the 2011 Zoning Code, the zoning map amendment ordinance also proposes to rezone the same portions of the site to the new parallel EC (Employment Campus District) and CN (Conservancy District) zoning classifications. The applicant is also requesting approval of the preliminary and final plats of the University Research Park–Pioneer Addition subdivision, which proposes the creation of 14 lots for a proposed research/ office park and 4 outlots for private stormwater management and open space.

The site of the proposed Pioneer Addition will extend approximately a half-mile along S. Pleasant View Road and a quarter-mile along Valley View Road on property that falls sharply from both the western and eastern edges towards a low-lying corridor that extends from north to south through the center of the eastern 78.8 acres of the overall property. A 15-inch City sanitary sewer interceptor was constructed in this drainage corridor in 2005. Lands on both sides of the sewer corridor have historically been under tillage. Areas of mature tree cover are present along the western 200 feet of the 78.8-acre portion of the site and along a portion of the S. Pleasant View Road frontage. In addition, the entire 24.8-acre portion located adjacent to the southwestern corner of the 78.8 acres is characterized by heavy tree cover. The eastern edge of the site contains a high-voltage overhead transmission line owned by American Transmission Company, which is located in a 40-foot wide easement adjacent to the right of way.

The proposed business park will be surrounded on the west by the Linden Park residential subdivision, and by the Hawks Landing Golf Club development on the south and portions of the western property line. Lands to the north include the first phase of University Research Park–Pioneer located along both sides of S. Pleasant View Road north of Valley View Road, while lands to the east of the subject site are mostly undeveloped with the exception of the small Westview Hills residential subdivision.

The subject site is located within the limits of the Mid-Town Neighborhood Development Plan, which was amended in November 2011 to change the recommended land use for most of the subject site from a variety of low- to medium-density residential uses to employment, particularly research and development uses, including offices, business incubators, testing facilities, and certain specialized non-nuisance manufacturing activities as an extension of University Research Park–Pioneer already planned north of Valley View Road. The amended plan acknowledged the applicant's intention to preserve the existing 24.8-acre wooded area in the southwestern corner of the property as a natural wooded area, which would include some level of public access to this area. The amended the Mid-Town Neighborhood Development Plan recommended a substantial landscaped buffer area along the western edge of the amendment area to provide visual screening between the planned employment uses and the residential uses to the west and to preserve existing high-quality trees along that edge of the site. The minimum recommended width of the western landscaped buffer area is 100 feet.

Access to the Pioneer Addition development will be primarily provided by the extension of a public street into the site from Valley View Road (Boyer Street), which will generally parallel the drainage corridor that bisects the eastern portion of the site before turning east to intersect S. Pleasant View Road approximately 170 feet north of the southern edge of the property. Secondary access into the subdivision will be provided by the extension of Ancient Oak Lane across the eastern 78.8 acres to intersect S. Pleasant View Road. It is anticipated that Boyer Street will intersect S. Pleasant View and Valley View roads at full intersections, while the intersection of Ancient Oak and S. Pleasant View will likely have limited turning movements.

The 14 proposed lots will be developed with the office and research uses allowed initially in the RDC Research and Development Center zoning district, with EC Employment Campus zoning proposed after the new Zoning Code takes effect. The applicant indicates that future development on the 14 proposed RDC/ EC lots could generate over 846,000 square feet of gross floor area in two- to four-story buildings, with 2,400 parking stalls envisioned to serve the future buildings. A master plan submitted with the zoning and subdivision applications conceptually shows buildings organized along the east side of Boyer Street and the western edge of the drainageway, with parking located at the rear or side of the buildings. In an effort to reduce crossings of the drainage corridor, the concept plan shows shared driveways to serve the future buildings on Lots 3 & 4 and 5 & 6 west of Boyer Street. As part of the platting of the proposed employment lots, the applicant intends to re-grade the City's drainageway to create a more natural configuration within the 125-foot easement proposed to abut the western edge of

the Boyer Street right of way, and to relocate the existing sanitary sewer to be within the Boyer Street right of way from Ancient Oak Lane to the south. Both of these projects will be undertaken by the developer under a subdivision contract with and according to plans approved by the City Engineer.

The southwestern 24.8 acres of the site will be preserved as a wooded private open space to be owned by the applicant. The zoning application calls for this portion of the property to be zoned Conservancy under both Zoning codes. Three additional outlots are proposed to serve the development, including a woodlot located along the western edge of the employment campus (Outlot 2), which will abut the City's Greenside Park, a stormwater management outlot (3) located along the westerly side of Boyer Street near the southern edge of the site, and a private open space outlot (4) to be located at the southeastern corner of Boyer Street and Valley View Road. A network of paths is shown on the master plan similar to those included in the University Research Park development to the north. The applicant intends for these paths to be private with some opportunity for public use, though final details of the paths will be negotiated with the City prior to recording of the final plat. The Parks Division has expressed interest in the creation of a public multi-purpose path between Boyer Street and Greenside Circle to the west through Greenside Park, though details on the alignment of such a path will need to be worked out before recording. This path and a path south to connect to Nelson Crossing in the Hawks Landing subdivision were shown on the amended Mid-Town Neighborhood Development approved last year.

The RDC zoning district was adopted in 2005 to provide "an aesthetically attractive urban working environment intended primarily for high-technology, research and development, testing, and certain specialized manufacturing establishments, in addition to professional offices and business incubators" The RDC district includes a number of design standards that are intended to create an office campus with more compact, urban development characteristics than the O-Office or RPSM (Research Park Specialized Manufacturing District) zoning districts. The RDC district emphasizes buildings that are oriented toward the street with parking to the side or rear buildings or on the street, and includes standards that require at least 50% of buildings to be located within 10-30 feet of a street property line. The district includes a minimum floor area ratio (FAR) of 0.35 and does not set a maximum FAR. A master plan is required at the time RDC zoning is conferred to demonstrate a unified and organized arrangement of buildings and service facilities within the district, and to serve as a guide for how future development within the district may be implemented. An architectural review committee is also required for RDC-zoned developments to review each new development in the project against standards adopted as part of deed or plat restrictions approved by the Plan Commission prior to development occurring. (In the event no deed or plat restrictions have been approved establishing the architectural review committee prior to building construction being proposed, the Urban Design Commission will review new projects.)

RDC zoning also requires the establishment of a transportation management association for the district. A Transportation Demand Management Plan approved by the City Traffic Engineer is required for the RDC district and individual lots are required to provide a Transportation Demand Management (TDM) Plan approved by the Traffic Engineer that is consistent with the Plan for the district.

At the time that the final plat for the first phase of the University Research Park– Pioneer development north of Valley View Road was approved, a comprehensive TDM was submitted for that development. The Director of the Planning Division and City Traffic Engineer approved the final version of that TDM prior to the recording of the final plat in January 2010. The applicant proposes to satisfy the TDM requirement for the proposed Pioneer Addition with the same approved TDM, which staff believes is appropriate given that both parks will eventually create a uniform development. A more expansive Transportation Management Association (TMA) for the overall University Research Park–Pioneer development should also increase the effectiveness of many of the programs in the TDM. Staff,

however, recommends that the approved TDM (dated December 2009) be updated to reference the Pioneer Addition in its executive summary, recommendations and graphics prior to recording of the subject final plat. Excerpts of the approved TDM are included in the Plan Commission materials.

The EC zoning district follows a similar development framework as the RDC district, including similar provisions for building and parking placement, minimum FAR, and requirements for master plans and TDM. A copy of the specific standards for the EC district is attached to this report for reference.

Analysis & Conclusion

The Planning Division generally believes that the proposed zoning and subdivision applications for the University Research Park–Pioneer Addition development are consistent with the recommendations for the subject site contained in the Mid-Town Neighborhood Development Plan as amended in 2011 and that the various standards and criteria for approval can be met. Staff further believes that the conceptual master plan submitted for the 14 Research & Development Center District and Employment Campus-zoned lots will begin to implement the urban office park form of development encouraged in those zoning districts, though staff encourages the applicant to explore opportunities as the park begins to develop to further intensify the overall density of the development through the use of shared and structured parking, which could make additional land available for development. Like the approved University Research Park–Pioneer development north of Valley View Road, staff believes that the proposed employment-oriented development of the subject site will serve as a significant asset for the City of Madison and the region as a whole as it develops over the next 10 or more years.

Staff Recommendations, Conditions of Approval & General Ordinance Requirements

Major/Non-Standard Conditions are shaded

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

The Planning Division recommends that the Plan Commission take the following actions regarding the proposed University Research Park–Pioneer Addition development, subject to input at the public hearing and the conditions that follow:

- Recommend **approval** to the Common Council of Zoning Map Amendments 3645 and 3646, zoning land addressed as 1004-1504 S. Pleasant View Road to the RDC (Research and Development Center District) and C (Conservancy District) zoning districts (1966 Zoning Code), and Zoning Map Amendments 28.0222-00014 and 28.0222-00015, zoning the same property to the EC (Employment Campus District) and CN (Conservancy District) (2011 Zoning Code);
- Recommend **approval** to the Common Council of the preliminary and final plats of University Research Park–Pioneer Addition, and;
- **Approve** the preliminary master plan for the development per the RDC and EC zoning district requirements.

Planning Division Conditions:

1. That a tree preservation and management plan for the subdivision be approved by the Planning Division Director prior to commencement of any grading activities on the site. The final plat shall be revised per Planning Division approval prior to recording to delineate tree preservation and

landscaped buffer easements that shall be a minimum of 100 feet deep along the western edge of Lots 1-4 and a minimum of 75 feet deep along the eastern edges of Lots 7-14. The tree preservation and management plan shall include a general inventory of the trees located across the site and shall identify opportunities for mature tree cover to be preserved within and adjacent to the proposed easement areas during the implementation and build-out of the development. Disturbance within these easements may be limited, and the final location of subdivision utilities may be varied to allow areas of mature tree cover to be avoided. Where necessary to augment the existing tree cover in these easements, a buffer landscaping plan shall be approved by the Planning Division, including the creation of a full landscaped buffer along S. Pleasant View Road.

2. That the applicant work with staff from the Planning Division and City Engineering Division prior to recording of the final plat to develop detailed plans for the construction of the private path network located throughout the development, including details on the proposed width of the paths and the materials that will be used. The applicant shall also work with staff on easement/ plat language to address the future maintenance and right of use of non-City paths throughout the development.
3. That prior to final approval of the plat for recording, the developer receive final approval of the master plan for the development from the Director of the Planning Division, including final approval of the landscape design and street graphics standards and parking plan for the development per the requirements of the Employment Campus district.
4. That prior to final approval of the plat for recording, the developer shall submit a restrictive covenant for approval by the Plan Commission following review by the Planning Division that includes specific details on the architectural review committee that will be responsible for reviewing projects on all Research & Development Center District/ Employment Campus-zoned lots. The restrictive covenant shall include any proposed land use restrictions, details about the specific design criteria that will govern the RDC/ EC-zoned lots, and reference to general conformance with the conceptual master plan.
5. That the final plat be revised to include a vehicular access restriction for Lots 7-14 along the western right of way line of S. Pleasant View Road. The restriction shall be shown graphically on the face of the plat, with a note to be included acknowledging that no vehicular access shall be granted.
6. That prior to final approval of the plat for recording, the applicant receive final approval of the Transportation Demand Management (TDM) Plan from the Planning Division Director and City Traffic Engineer. At a minimum, the approved TDM dated December 2009 shall be updated to reference the Pioneer Addition in its executive summary, recommendations and graphics.
7. That the applicant work with the Planning Division and Capital Area Regional Planning Commission to revise the environmental corridor map to reflect the proposed changes to the City's north-south drainage and sewer corridor and to include proposed Outlots 1 and 2 prior to recording the final plat.
8. That the final plat be revised to provide new 12-foot wide utility easements adjacent to the rights of way on both sides of Boyer Street and extended Ancient Oak Lane, and an additional 12 feet to the existing utility easements located along the west side of S. Pleasant View Road and south side of Valley View Road.

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

City Engineering Division (Contact Janet Dailey, 261-9688)

9. Coordinate with City agencies the intentions of public versus private ownership of all outlots within this plat as well as the specific use types. The final plat shall clearly depict public or private ownership and use(s) for all outlots.
10. Coordinate with Traffic Engineering and City Engineering the location and plat creation of public and private pedestrian/ bicycle path and any other necessary public use easements. City Engineering shall provide appropriate easement conveyance language for inclusion on the final plat. Note which easements will be public or private on the face of the plat.
11. Coordinate approval of the proposed subdivision plat name with City agencies and the Dane County Register of Deeds. The proposed plat name, "University Research Park Pioneer Addition", seems too similar to the previously recorded "University Research Park-Pioneer" and may present potential for frequent indexing errors. City Engineering recommends using a plat name "University Research Park-Pioneer 1st Addition".
12. The developer shall dedicate right of way as necessary along Valley View Road to implement ingress/egress of site as determined by the City Engineer.
13. The developer shall dedicate right of way and temporary grading easements as necessary along S. Pleasant View Road to reconstruct S. Pleasant View Road (City Project 53W0898).
14. The developer shall meet with City staff to determine the required utility easements necessary along Valley View Road and S. Pleasant View Road, including the necessary 40-foot wide utility easement on S. Pleasant View Road which American Transmission Company will have exclusive rights to portions of.
15. The developer shall revise the bike path plan as determined by the City Engineer.
16. The developer shall construct sidewalk along Valley View Road in accordance with plans approved by the City Engineer.
17. The developer shall construct public sidewalk along the east side of Boyer Street.
18. The developer shall meet with the City Engineering Division to determine the location of the proposed public utilities, which may require abandonment of existing utilities in their current location. Final utility design will be determined by the respective City Agencies. Show all public utility easements on the plat.
19. The proposed double-mained sanitary sewer on Boyer Street and in the existing sanitary easement parallel to Boyer Street on proposed Lots 1 and 2, as shown on the preliminary infrastructure plans, is not desirable. It is suggested that the main be located within the street right of way.
20. The developer shall work with City Engineering to design the sanitary sewer within proposed Outlot 1. The existing building located at 8822 Nelson Crossing is connected SAS 2065-012, which needs to be maintained. The sanitary main will require a maintenance path in close proximity to the main to facilitate access for maintenance and repairs.

21. The relocation of the existing public sanitary sewer and public storm sewer within proposed Lot 2 will necessitate the relocation of the public utilities onto proposed Lot 2 parallel to the west plat line. They are currently shown on Outlot 3 of Linden Park, which is owned by MB Investments of WI, LLC in which the City has an easement for public access to the stormwater management basin but no rights for public utilities.
 22. The overflow from the existing stormwater basin in Linden Park currently flows down the existing easement within proposed Lot 2. To provide a safe overflow the Developer shall be required to grade in a new swale on proposed Lot 2 parallel to the west plat line and may require additional grading on proposed Lot 2 along Ancient Oak Lane to safely handle any overland flow.
 23. All culverts within the proposed 125-foot stormwater and drainage easement that serve the individual lots shall be privately owned and maintained.
24. The developer shall enter into a City/Developer agreement for the installation of public improvements required to serve this plat. The developer shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The developer shall meet with the City Engineer to schedule preparation of the plans and the agreement. The City Engineer will not sign off on this plat without the agreement executed by the developer.
 25. Two weeks prior to recording the final plat, a soil boring report prepared by a Professional Engineer, shall be submitted to the City Engineering Division indicating a ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than 9' below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer.
 26. This development is subject to impact fees for the Valley View Road Sewer and Drainage Impact Fee District and the Upper Badger Mill Creek Stormwater Improvement Impact Fee District. All impact fees are due and payable at the time building permits are issued.
 27. This property has deferred assessments for the County Trunk Highway M, Prairie Hill Road, Valley View Road, Pleasant View Road & Mineral Point Road Reconstruction Assessment District - 2010 assessment district that shall be paid in full as a condition of the subdivision approval.
 28. The right of way width on Boyer Street shall be 72 feet at the intersection of Valley View Road for 200 feet, and shall be 80 feet at intersection of S. Pleasant View Road for 200 feet.
 29. The developer shall construct Madison standard street improvements for all streets and bike paths within the plat.
 30. Extensive grading may be required due to steep roadway grades.
 31. The developer shall make improvements to Valley View Road to facilitate ingress and egress to the plat consisting of right-turn lanes and a left-turn lane.
 32. The developer shall confirm that adequate sight distance exists on Boyer Street at Valley View Road and Ancient Oak Lane at S. Pleasant View Road where public streets intersect. If adequate sight distance does not exist, the developer shall change the location of the street intersection or agree to make improvements to the roadways such that the sight distance is achieved or make other mitigating improvements as required by the City.

33. An erosion control plan and land disturbing activity permit shall be submitted to the City Engineering Division for review and approval prior to grading or any other construction activities. The Pre-construction Meeting for Public Improvements shall not be scheduled prior to issuance of this permit. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
34. The following notes shall be included on the final plat:
- a.) All lots within this plat are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12 feet in width on the perimeter of the plat. For purposes of 2 or more lots combined for a single development site, or where 2 or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of 6 feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be 12 feet in width along the perimeter of the plat. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.
 - b.) The intra-block drainage easements shall be graded with the construction of each principle structure in accordance with the approved storm water drainage plan on file with the City Engineer and the Zoning Administrator, as amended in accordance with the Madison General Ordinances.

NOTE: In the event of a City of Madison Plan Commission and/or Common Council approved re-division of a previously subdivided property, the underlying public easements for drainage purposes are released and replaced by those required and created by the current approved subdivision.

Information to Surveyor's: In addition to notes such as this, WI State Plat Review now enforces the requirement that easements or other reference lines/areas be graphically shown, dimensioned and tied when they represent fixed locations. They will accept a "typical detail" when the easement or restriction can be effectively described and retraced from the typical detail.

35. Prior to the issuance of building permits, the developer shall submit a master stormwater drainage plan to the City Engineering Division for review and approval which shows lot corner elevations to the nearest 0.25-foot. For purposes of the plan, it shall be assumed that grading shall be done on a straight line grade between points unless other information is provided. The proposed slope between points shall always be greater than or equal to .0075 ft/ft. If a break in grade is required between lot corners a shot shall be taken at that break in grade to provide the Engineer with enough information to interpret the plan. The Developer shall also show proposed drainage arrows on the plan to indicate the proposed direction of drainage. The master storm water drainage plan shall be submitted to City Engineering in digital format with elevations/grades/contours shown on the recorded plat map of the development. The digital record shall be provided using the state plane coordinate system – NAD 27. No building permits shall be issued prior to City Engineering's approval of this plan.

The following note shall accompany the master storm water drainage plan:

“For purposes of this plan, it is assumed that grading shall be a straight line grade between points unless otherwise indicated. All slopes shall be 0.75% or steeper. Grade breaks between lot corners are shown by elevation or through the use of drainage arrows.”

36. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to detain the 2, 10 & 100-year storm events; control 80% TSS (5 micron particle); provide substantial thermal control, and; provide infiltration in accordance with NR-151. Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.
37. A minimum of two working days prior to requesting City Engineering Division signoff on the plat, the applicant shall contact Janet Dailey to obtain the final stormwater utility charges that are due and payable prior to sub-division of the properties. The stormwater utility charges (as all utility charges) are due for the previous months of service. All charges shall be cleared prior to the land division (and subsequent obsolesces of the existing parcel).
38. Wisconsin Administrative Code A-E 7.08 identifies when Public Land System (PLS) tie sheets must be filed with the Dane County Surveyor's office. The developer's surveyor and/or applicant must submit copies of required tie sheets or condition reports for all monuments, including center of sections of record, used in this survey, to Eric Pederson, City Engineering. If a new tie sheet is not required under A-E 7.08, Engineering requests a copy of the latest tie sheet on record with Dane County Surveyor's office. The applicant shall identify monument types on all PLS corners included on the plat. Note: Land tie to two PLS corners required.
39. In accordance with Section s. 236.18(8), Wisconsin Statutes, the Applicant shall reference City of Madison WCCS Dane Zone, 1997Coordinates on all PLS corners on the Plat or Certified Survey Map in areas where this control exists. The surveyor shall identify any deviation from City Master Control with recorded and measured designations. City of Madison has established WCCS, Dane Zone Coordinates on all PLS corners within its corporate boundary. Visit the City of Madison Engineering Division web address http://gis.ci.madison.wi.us/Madison_PLSS/PLSS_TieSheets.html for current tie sheets and control data. If a surveyor encounters an area without a published WCCS Dane Zone 1997 value, contact the City Engineering Division for this information.
40. The applicant show type, location and width of any and all easements. Clearly identify the difference between existing easements (cite Register of Deeds recording data) and easements which are being conveyed by the plat. Identify the owner and/or benefiting interest of all easements.

Traffic Engineering Division (Contact Dan McCormick, 267-1969)

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| <ol style="list-style-type: none">41. Unless otherwise provided for, the plat shall dedicate land for and construct /provide a new left-turn lane on Valley View Road at Boyer Street.42. The plat shall provide space for dedicated bike lanes on Boyer Street or provide a parallel off-street bike path. The Boyer Street right of way shall be revised accordingly. |
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43. The applicant shall execute and return declarations of conditions and covenants for streetlights and traffic signals prior to sign off.

44. The developer shall post a deposit and reimburse the City for all costs associated with any modifications to traffic signals, street lighting, signing and pavement marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
45. The applicant shall be required to provide any necessary easements for the installation of street lights, traffic signals, including control box, loops, hand-holes, markings and signing.
46. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Zoning Administrator (Contact Pat Anderson, 266-5978)

This agency did not submit comments for this project.

Parks Division (Contact Kay Rutledge, 266-4714)

47. Outlots 1 and 2 of the proposed plat will preserve the existing woodlot areas. A tree preservation and management plan shall be provided to the City for review; the Parks Division will be one of the agencies reviewing and commenting on this plan.
48. The path system shall include an east-west path connection from Greenside Park (at the end of Greenside Circle) to S. Pleasant View Road (through proposed Outlots 2 and 3) and through Outlot 1 to Nelson Crossing to the south. These path connections shall be included within a public pedestrian-bike path easement.
49. Access for the public to enjoy Outlot 1 is also recommended.

Fire Department (Contact Bill Sullivan, 261-9658)

50. Fire access is limited and appears to be insufficient, especially on Lots 4, 5, and 6.

51. Provide fire apparatus access as required by IFC 503 2009 edition, MGO Sec. 34.503, as follows:
- a.) The site plans shall clearly identify the location of all fire lanes.
 - b.) IFC 503 Appendix D105, Provide an aerial apparatus access fire lane that is at least 26 feet wide, with the near edge of the fire lane within 30 feet and not closer than 15 feet from the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height.
 - c.) Provide a fire lane that extends to within 150 feet of all exterior portions of the structure, or it can be extended to within 250 feet if the building is fully sprinklered.
 - d.) Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with future site plan submittals.

Water Utility (Contact Dennis Cawley, 261-9243)

52. Water main assessments will be due for the Valley View Road frontage and a portion of the S. Pleasant View Road frontage.

53. All public water mains and water service laterals shall be installed by a standard City of Madison subdivision contract, except water main on Pleasant View Road may be installed by Assessment Reimbursement contract.

54. All operating private wells shall be identified and permitted by the Water Utility in accordance with MGO 13.21. All unused private wells shall be abandoned in accordance with MGO 13.21.

Office of Real Estate Services (Contact Jennifer Frese, 267-8719)

55. Prior to final sign-off, the Owner's Certificate(s) on the final plat shall be executed by all parties having an interest in the property, pursuant to MGO Section 16.23(5)(g)4 and Wis. Stats. 236.21(2)(a). Certificates shall be prepared with the ownership interests consistent with the most recent title report.

56. A certificate of consent for any mortgagee/ vendor shall be included following the Owner's Certificate.

57. Because of public dedications, a Phase I Environmental Site Assessment is required.

58. As of December 3, 2012, the real estate tax bills have been paid, there are no special assessments, and no outstanding stormwater fees for the subject property.

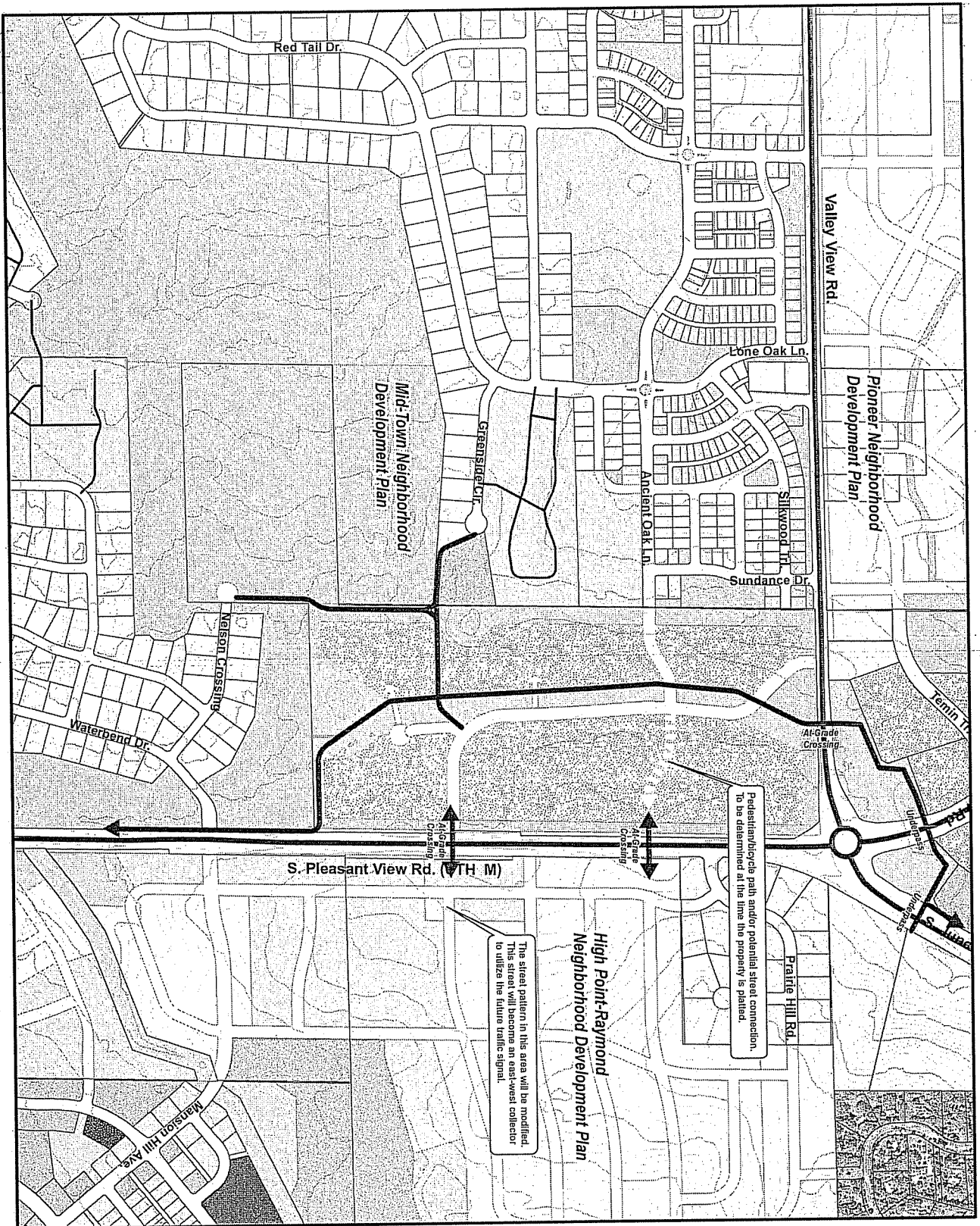
59. The following revisions shall be made to the final plat prior to final sign-off:

- a.) Include a complete and accurate legal description of the lands that are to be included in the plat. The legal description shall be reconciled with the legal description of said lands in record title.
- b.) Coordinate with City staff to discuss the overall utility and easement plan, with regard to easement relocations, releases and necessary language to be included on the final plat.
- c.) Reconcile the depiction of Easement 18 with Exhibit B of Document No. 4672138 to make sure the portion of the easement adjacent to Valley View Road is depicted correctly.
- d.) Clarify the limits of the Pedestrian-Bike Trail and Stormwater Management Easement near Outlot 3 on Sheet 2 of 3, and if Outlot 3 includes this purpose.
- e.) Create and record, or show as being dedicated in the plat, easements for utility and drainage rights of way when the utility or drainage physically exists, but no document for it exists in record title.
- f.) Create notes that define the purpose of and the ownership (whether public or private) of all outlots that are dedicated to the public. For example: "Dedicated to the public for _____ purposes."

- g.) Include the following sentence with the dedicated utility easements depiction in the Legend:
“Utility Easements as herein set forth are for the use of public bodies and private public utilities having the right to serve the area”.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency submitted comments included in the “Public Utilities and Services” portion of the General Information section above. No conditions of approval were submitted.



Pedestrian-Bicycle Facilities

Amendment to the Mid-Town Neighborhood Development Plan 2011

City of Madison Planning Division

Bike Lane

Pedestrian/Bicycle Path

Pedestrian/Bicycle Path or Street Connection

Note:
Proposed pedestrian/bicycle paths and street alignments are conceptual and may be modified at the time of development.

0 250 500 Feet November 21, 2011

DRAFT
Revised Nov. 21, 2011

SUBCHAPTER 28F: EMPLOYMENT DISTRICTS

28.081 EMPLOYMENT DISTRICTS.

(1) Statement of Purpose.

Employment districts are established to strengthen and diversify the local economy, expand the local tax base, cultivate an entrepreneurial culture and stimulate job creation. The districts are also intended to:

- (a) Encourage the design of employment centers that are well-connected to transit, bike and pedestrian corridors, regional highways, and nearby housing, civic, commercial and recreational uses.
- (b) Encourage provision of support facilities and services to employment centers.
- (c) Encourage sustainable building and site design.
- (d) Provide adequate buffering and screening for less intensive land uses adjoining industrial or other employment uses, in particular, to minimize the impact of odors, noise, vibration, glare and other potential effects of manufacturing beyond the property where such uses exist.
- (e) Provide adequate screening of outdoor activities and storage from primary streets.

28.082 EMPLOYMENT DISTRICT USES.

(1) Table 28F-1 lists all permitted and conditional uses in the employment districts.

- (a) "P" means permitted in the districts where designated.
- (b) "C" means allowed as conditional uses in the districts where designated, in compliance with all applicable standards.
- (c) "P/C" means permitted or conditional, depending on specific requirements in Supplemental Regulations, Subchapter 28J, as specified.
- (d) "Y" means that there are specific requirements in Subchapter 28J associated with a use.
- (e) "TE" means Traditional Employment District.
- (f) "SE" means Suburban Employment District.
- (g) "SEC" means Suburban Employment Center District.
- (h) "EC" means Employment Campus District.
- (i) "IL" means Industrial - Limited District.
- (j) "IG" means Industrial - General District.

Table 28-F1.

Employment Districts							
	TE	SE	SEC	EC	IL	IG	Supplemental Regulations
Offices							
Artist, photographer studio, etc.	P	P	P	P	P	P	
Insurance office, real estate office, sales office	P	P	P	P	P	P	
Professional office, general office	P	P	P	P	P	P	
Limited Production, Processing and Storage							
Artisan workshop	P	C	C		P	P	
Bakery, wholesale	P				P	P	
Bottling plant	C				P	P	
Contractor's yard	C				P	P	Y
Distilleries	C				C	C	
Junkyard						C	Y
Laboratories - research, development and testing	P	P	P	P	P	P	Y
Limited production and processing	P	P	P	P	P	P	
Mail order house	P	P	P	P	P	P	
Printing and publishing	P	P	P	P	P	P	
Recycling collection center, drop-off station	C	C	C	C	P	P	
Storage facility, personal indoor storage	C	C			C	C	Y
Telecommunication center	C	C	P	P	P	P	
Warehousing and storage	C	C			P	P	
Wineries	P				P	P	
Wholesale establishment	P	P			P	P	
Industrial Uses							
Asphalt, concrete batching or ready-mix plant						C	
Brewery	C				C	P	
Concrete, asphalt and rock crushing facility						C	Y
General manufacturing					C	P	
Hazardous waste collection, storage or transfer						C	
Landfill						C	
Light manufacturing	C	C			P	P	
Lumberyard	P				P	P	
Railroad right-of-way	C	C	C	C	C	P	
Recycling center	C				C	P	
Waste transfer station					C	C	

Employment Districts							
	TE	SE	SEC	EC	IL	IG	Supplemental Regulations
Public Utility and Public Service Uses							
Electric power production and/or heating and cooling plant	P	C	C	C	P	P	
Electric substations	P	C	C	C	P	P	Y
Gas regulator stations, mixing and gate stations	P	C	C	C	P	P	Y
Sewerage system lift stations	P	P	P	P	P	P	Y
Telecommunications towers, antennas, and transmission equipment buildings	C	C	C	C	C	C	
Water pumping stations, municipal wells	P	P	P	P	P	P	
Water towers and reservoirs	C	C	C	C	C	C	
Transportation Uses							
Bus or railroad passenger depot	C	C	C	C	C	C	
Motor freight terminal					C	P	
Railroad or intermodal freight yard					C	P	
Railroad transfer and storage tracks					P	P	
Railroad yard or shop					C	P	
Taxi or limousine business					C	P	
Transit station, transfer point	P	P	P	P	P	P	
Medical Facilities							
Clinic - Health	P	P	C	P			
Hospital		C	C	C			Y
Medical laboratory	P	P	P	P	P	P	
Physical, occupational or massage therapy	P	P	C	P			
Veterinary clinic, animal hospital	P	P	C	P	P		Y
Retail Sales and Services							
General retail	C	C	C	C	C	C	Y
Animal boarding facility, kennel, animal shelter					C	C	Y
Animal day care					C	C	Y
Auction rooms		C			C	C	
Bank, financial institution	P	P	C	P	P		
Building materials sales					C	C	
Business equipment sales and services	P	P	P	P	P	P	
Dry cleaning plant, commercial laundry	C				P	P	
Farmers' market	P	P					Y
Food and related goods sales	C	C					
Garden center	C	C					
Greenhouse, nursery	P				P	P	

Employment Districts							
	TE	SE	SEC	EC	IL	IG	Supplemental Regulations
Handgun sales					P	P	
Mobile grocery store	P	P	P	P	P	P	Y
Package delivery service		P			P	P	
Photocopying	P	P	P	P	P	P	
Post office	P	P	P	P	P		
Service business	P/C	P/C	C	C	C	C	Y
Small appliance repair	P	P	P	C	P	P	
Food and Beverages							
Catering	P	P	P	P	P	P	
Coffee shop, tea house	P	C	C	C	C	C	
Restaurant	C	C	C	C	C	C	
Restaurant-tavern	C	C	C	C	C	C	
Tavern , brewpub	C	C	C	C	C	C	
Commercial Recreation, Entertainment and Lodging							
Health/sports club	P	P	C	P	C		
Hotel, inn, motel	C	C	C	C			
Indoor recreation	C	C	C				
Lodge, private club, reception hall	C		C	C	C		Y
Theater, Assembly Hall, Concert Hall	C	C	C	C			
Adult Entertainment							
Adult entertainment establishment					P	P	Y
Adult entertainment tavern					P	P	Y
Automobile Services							
Auto body shop					P	P	Y
Auto service station, convenience store	C	C					Y
Auto repair station	C	C					Y
Car wash	C	C					Y
Motor vehicle salvage yard, scrap yard						C	Y
Parking, Storage and Display Facilities							
Parking exceeding maximum parking	C	C		C	C	C	
Parking facility, private	C	C		C	C	C	Y
Parking facility, public	P	P		P	P	P	Y
Residential - Family Living							
Dwelling units in mixed-use buildings	C	C	C	C			Y

Employment Districts							
	TE	SE	SEC	EC	IL	IG	Supplemental Regulations
Live/work unit	C	C		C			Y
Multi-family dwelling	C	C		C			Y
Multi-family building complex	C	C		C			Y
Single-family attached dwelling (> 8 dwelling units)	C	C		C			Y
Residential - Group Living							
Community living arrangement (> 8 residents)	C						Y
Housing cooperative	C						Y
Civic and Institutional							
Archival facilities, publicly-owned	P	P	P	P	P	P	
Colleges and universities	C	C	C	C			
Counseling, community services organization	C	C	C	C			
Day care center	P	P	P	P	C	C	Y
Parks and playgrounds	P	P	P	P	P	P	
Public safety or service facilities	P	P	P	P	P	P	
Recreation, community, and neighborhood centers	P	P	P	P			
Schools, arts, technical or trade	C	P	C	P	C	C	Y
Schools, public and private	C	C	C	C			Y
Training facilities, military or public safety			C	C	C	C	
Agriculture							
Agriculture - Animal husbandry	C	C	C	C	P	P	
Agriculture - Cultivation	P	C	P	P	P	P	
Community garden	P	P	P	P	P	P	Y
Market garden	C	C	C	C	C	C	Y
Accessory Uses and Structures							
Accessory building	P/C	P/C	P/C	P/C	P/C	P/C	
Caretaker's dwelling	P	P	P	P	P	P	Y
Composting	P	P	P	P	P	P	
Day care, home, family	P						Y
Emergency electric generator	P	P	P	P	P	P	
Farmers' market	C			P	P	P	Y
Furniture and household goods sales	P				P		
Heliport	P	P	P	P	P	P	
Home occupation	P/C	P/C	P/C	P/C			Y
Indoor recreation				P			
Outdoor display	C	C	C	C	C	C	Y

Employment Districts							
	TE	SE	SEC	EC	IL	IG	Supplemental Regulations
Outdoor eating area associated with food & beverage establishment	C	C	C	C	C	C	Y
Outdoor recreation	P	P	P	P	P	P	
Outdoor storage	P	P	C	P	P	P	Y
Parking of trucks and heavy equipment accessory to an allowed use	P	C		C	P	P	
Portable storage units	P	P	P	P			Y
Showroom accessory to allowed use	P	P	P	P	P	P	
Solar energy systems	P	P	P	P	P	P	Y
Temporary buildings for storage of construction materials and equipment	P	P	P	P	P	P	Y
Temporary outdoor events	P/C	P/C	P/C	P/C	P/C	P/C	Y
Towing and wrecker service business	P	P			P	P	Y
Vehicle access sales and service windows	C	P	P	P	P	P	Y
Wind energy systems	C	C	C	C	C	C	Y

28.083 EMPLOYMENT DISTRICTS BUILDING FORMS.

Table 28F-2

BUILDING FORM	TE	SE	SEC	EC	IL	IG
Commercial Block Building	✓	✓	✓	✓	✓	✓
Residential - Commercial Conversion	✓					
Live-Work Building	✓	✓		✓		
Single-Family Attached Building	✓	✓		✓		
Courtyard Multi-Family Building	✓	✓		✓		
Small Multi-Family Building	✓	✓		✓		
Large Multi-Family Building	✓	✓		✓		
Civic or Institutional Building	✓	✓	✓	✓		
Liner Building	✓	✓	✓	✓	✓	✓
Podium Building	✓	✓	✓	✓	✓	
Flex Building	✓	✓	✓	✓	✓	✓
Free-Standing Commercial Building	✓	✓	✓	✓	✓	✓
Parking Building	✓	✓	✓	✓	✓	✓
Industrial Building	✓	✓	✓	✓	✓	✓

2. Surface parking located in a side or rear yard setback shall be set back a minimum of twenty (20) feet from the boundary of a Residential or Special district.
- (c) All storage, except for storage of licensed operable vehicles, shall be within completely enclosed buildings or located to the rear of buildings and limited to a maximum of five percent (5%) of the total lot area. Outside storage shall be effectively screened with screening between six (6) and eight (8) feet in height. Storage shall not exceed the height of the screening. Storage and loading areas shall be screened from direct view from the street, including views down access driveways.
- (d) All business activities shall be conducted within completely enclosed buildings except:
 1. Off-street parking and off-street loading.
 2. Outside storage and outdoor display.
 3. Bicycle-sharing facilities.
 4. Temporary outdoor events.
 5. Outdoor eating area associated with food and beverage establishments.
 6. Agricultural activities.
 7. Solar energy systems and wind energy systems.
 8. Composting.
 9. Vehicle access sales and service windows.
 10. Outdoor recreation.
- (5) Design Review.

All buildings constructed within an SEC district shall be reviewed and approved by an architectural review committee. The committee shall be established by the developer of the district and shall meet the following criteria:

 - (a) The building design review criteria, design standards and guidelines, review procedures, categories of membership, and the language of any deed or plat restriction must be approved by the Urban Design Commission.
 - (b) Until an architectural review committee is established and approved by the Plan Commission, all building and site plans shall be reviewed and approved by the Urban Design Commission.

28.087 EMPLOYMENT CAMPUS DISTRICT.

(1) Statement of Purpose.

The EC District is established to provide an aesthetically attractive urban working environment intended to promote desirable economic development activities, including high-technology, research and development, testing, and specialized manufacturing establishments, as well as professional offices and business incubators. The district is also intended to:

- (a) Encourage compact development, primarily with multi-story buildings.
- (b) Encourage mixed-use development in appropriate locations.
- (c) Provide readily accessible services for employees.
- (d) Improve pedestrian, bicycle and transit connections to and through employment campuses.
- (e) Encourage building and site design that advance the City's sustainability goals.
- (f) Maintain and improve the quality of the natural landscape within employment campuses.
- (g) Provide appropriate transitions to surrounding land uses.

- (h) Facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and adopted neighborhood, corridor or special area plans.
- (i) Facilitate development with multiple buildings.
- (2) Permitted and Conditional Uses.
See Table 28F-1 for a complete list of allowed uses within the employment districts.
- (3) Dimensional Requirements, Permitted and Conditional Uses.
Requirements represent minimums unless otherwise noted. Dimensions are in feet unless otherwise noted.

Employment Campus District	
Site area	5 acres
Front yard setback	See (a) below
Side yard setback	10; 0 if sharing a common wall with a building on an adjacent lot
Rear yard setback	10; 0 if sharing a common wall with a building on an adjacent lot
Maximum lot coverage	85%
Minimum floor area ratio (FAR)	0.35 (See (c) below)

- (a) Front Yard Setback. At least fifty percent (50%) of the building facade facing the front property line shall be located within thirty (30) feet of the front lot line. For corner lots, the side street shall be treated as a front yard.
- (b) Exclusive Residential Use. Buildings with exclusively residential uses shall meet the Lot Area, Lot Width, and Side Yard Setback requirements of the TR-V2 District, Sec. 28.047.
- (c) For phased development, the minimum FAR for the first phase shall be 0.20. Area used for multi-site or regional stormwater management or for low-impact stormwater management methods shall not be counted as part of the floor area ratio calculation.
- (4) Site Standards.
The following standards apply to new buildings and additions exceeding fifty percent (50%) of the original building's floor area.
 - (a) Parking Placement. For the Single-Family Attached, Small Multi-Family, Large Multi-Family and Courtyard Multi-Family Building Forms, parking shall be located behind or beside each building, below the building, or in a common parking court in the interior of a block. If located on the side of the building, surface or structured parking shall occupy no more than twenty-five percent (25%) of the frontage along the primary abutting street. For Large Multi-Family Buildings, structured parking at ground level shall not be visible from the front facade of the building.

- (b) For all Building Forms other than (a) above accessory off-street parking lots and loading berths, and access driveways shall be located, designed and improved so as to provide for safe and convenient access from adjoining streets, as well as safe and convenient circulation within the site. Access driveways and parking lots shall be separated from principal pedestrian walkways and recreational areas by pavement markings, curbs, planting areas, fences or other appropriate materials to ensure pedestrian safety. Off-street parking lots shall not be located in required front yards or street side yards on corner lots, but may be located in required rear yards to the rear of a building or in an interior side yard beyond the larger of the required front yard or the actual front setback. A parking lot containing not more than ten (10) parking spaces may be located to the front or side of a building, but not in any required front yard or in the required street side yard on a corner lot unless shown on an approved master plan for the district. If approved by the Architectural Design Committee, a parking lot containing more than ten (10) parking spaces may be located the front or side of a building, but not in any required front yard or in the required street side yard on a corner lot. Any parking lot located in a required side or rear yard shall be located not less than twenty (20) feet from any lot in a Residence or Special District. Access driveway shall be designed and located so that such driveways do not provide a direct unlandscaped view from the street to the loading berths or storage areas. A plan for tree islands and parking lot landscaping shall be included with the landscape plan required in sub. (5)(a) below. Off street parking facilities shall be located at least ten (10) feet from any property line and/or right-of-way and utilize a landscape buffer than includes trees. Shrubs, decorative fencing, benches, flowerbeds, ground covers, or other high-quality materials. For every twelve (12) to fifteen (15) parking stalls in a continuous row, at least once canopy tree shall be required in an interior parking island pursuant to the requirements of Sec. 28.142 of these ordinances.
- (c) Loading. All loading shall be from the rear or side of the building, but not facing an arterial street. Loading docks may be located in the rear yard, or a side yard facing a street that is internal to an EC district.
- (d) All business activities shall be conducted within completely enclosed buildings, except for the following:
1. Off-street parking and off-street loading.
 2. Vehicle access sales and service windows.
 3. Bicycle-sharing facility.
 4. Outdoor storage and outdoor display.
 5. Temporary outdoor events.
 6. Agricultural activities.
 7. Composting.
 8. Outdoor eating areas associated with food and beverage establishments.
 9. Farmers' markets.
 10. Outdoor recreation.
- (e) Access to the employment campus shall be from a collector or arterial street.
- (f) In addition to the requirements in Sec. 28.142, all lots shall be landscaped, including the provision of canopy-type shade trees. Where possible, existing healthy trees, other than nuisance species, shall be retained. All land areas not covered by buildings, structures, storage areas, parking lots, loading areas and driveways, shall be landscaped and maintained. Landscaping shall mean decorative plazas, mounds, pools or the planting of grass, shrubs, trees and other plant materials or other comparable surface cover. To comply with the above

provisions, a landscape plan shall be submitted and approved by the Director of the Department of Planning and Community and Economic Development.

- (g) All storage, except for storage of licensed operable vehicles, shall be within completely enclosed buildings or located to the rear of buildings and limited to a maximum of five percent (5%) of the total lot area. Outside storage shall be effectively screened with screening between six (6) and eight (8) feet in height. Storage shall not exceed the height of the screening. Storage and loading areas shall be screened from direct view from the street, including views down access driveways.

(5) Master Plan.

A master plan for each employment campus shall be prepared as part of any rezoning submittal. The plan must be approved by the Plan Commission and include the following:

- (a) A site plan, including:
 - 1. Conceptual plan showing lots and approximate building footprints, parking and service areas.
 - 2. Landscape plan and landscape design standards.
 - 3. Street layout and street design standards.
 - 4. Signage and street graphics standards.
 - 5. Stormwater management plan.
- (b) Plan submittal and review procedures for individual sites within the campus.
- (c) A parking plan, meeting standards of this chapter for automobile and bicycle parking.
- (d) A Transportation Demand Management Plan, which must also be approved by the Traffic Engineer. The Plan shall include measurable goals, strategies, and actions to encourage travelers to use alternatives to driving alone, especially at congested times of day. Strategies and actions may include, but are not limited to, carpools and vanpools; public and private transit; promotion of bicycling, walking, and other non-motorized travel; flexible work schedules; and parking management programs to substantially reduce automobile trips. The TDM Plan shall be managed by a property owners' association or other entity acceptable to the Director of the Department of Planning and Community and Economic Development. This association shall provide annual reports on the implementation of the TDM Plan to the Traffic Engineer.

(6) Design Review.

All buildings constructed within an EC district shall be reviewed and approved by an architectural review committee. The committee shall be established by the developer of the district and shall meet the following criteria:

- (a) The building design review criteria, design standards and guidelines, review procedures, categories of membership, and the language of any deed or plat restriction must be approved by the Urban Design Commission. Design review shall not include the Dimensional Requirements in (8) below.
- (b) Until an architectural review committee is established and approved by the Plan Commission, all building and site plans shall be reviewed and approved by the Urban Design Commission, with an appeal process to the Plan Commission as established in Sec. 33.24, MGO.

(7) Changes to Master Plan.

No alteration of an approved Master Plan shall be permitted unless approved by the Plan Commission, provided, however, the Zoning Administrator may, following consideration by the alderperson of the district, issue permits for minor alterations that are approved by the Director of Planning and Community and Economic Development and are consistent

with the concept approved by the Common Council. If the change or addition constitutes a substantial alteration of the original plan, the procedure in Secs. 28.086 and 28.182 shall be required.

28.088 INDUSTRIAL - LIMITED DISTRICT.

(1) Statement of Purpose.

This district provides for a mix of light manufacturing uses, offices, warehousing, flex-space, limited storage and warehousing, and limited retail and service uses that primarily serve the industrial uses, designed with adequate landscaping and screening, to ensure compatibility with adjoining uses. Industrial districts typically require relatively direct access to the regional highway system, and may require rail or air transportation service. The IL district is also intended to:

- (a) Provide a variety of flexible sites for small, local or start-up businesses, as well as sites for large national or regional enterprises.
- (b) Discourage proliferation of highway-oriented commercial uses that reduce the land area available for development or expansion of employment uses.
- (c) Facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and adopted neighborhood, corridor or special area plans.

(2) Permitted and Conditional Uses.

See Table 28F-1 for a complete list of allowed uses within the employment districts.

(3) Dimensional Requirements, Permitted and Conditional Uses.

Requirements represent minimums unless otherwise noted. Dimensions are in feet unless otherwise noted.

Industrial - Limited District	
Lot area (sq. ft.)	20,000
Lot width	75
Front yard setback	See (a) below
Side yard setback	15 or 20% building height
Rear yard setback	30
Maximum lot coverage	75%
Maximum height	none

- (a) Front Yard Setback. For buildings at corner locations, within thirty (30) feet of the corner, at least seventy percent (70%) of the building shall be located within twenty-five (25) feet of the front lot line.
- (b) Rear Yard Height Transitions to Adjacent Residential Districts. Where the IL District abuts a residential district, building height at the rear yard setback line shall not exceed two (2) stories/ twenty-five (25) feet. From this point, building height may increase at a ratio of one foot of rise to one foot of horizontal distance away from the property line, (a 45° angle) up to the maximum allowed height.

(4) Site Standards: New and Existing Development.

The following standards apply to new and existing buildings and uses: