



Report to the Plan Commission

February 22, 2010

Legistar I.D. #17139

6701-6801 McKee Rd./ 3210 Maple Grove Dr.

PUD Rezoning

Report Prepared By:

Timothy M. Parks, Planner

Planning Division

Requested Action: Approval of a request to rezone 6701-6801 McKee Road and 3210 Maple Grove Drive from Temp. A (Agriculture District), R1 (Single-Family Residence District) and Planned Unit Development-General Development Plan (PUD-GDP) to PUD-GDP to allow the future construction of 110 apartments in 4 residential buildings and up to 90,000 square feet of retail in 6 commercial buildings.

Note: On January 19, 2010, the Common Council approved a request to rezone approximately 5.65 acres of land at 6901-6921 McKee Road from PUD-GDP to PUD-GDP to allow plans for an 80-unit senior apartment building to proceed based on a Plan Commission recommendation that only this portion of the rezoning proceed at its January 11, 2010 hearing. The Plan Commission recommended referral of the remainder of the proposed 14-acre PUD zoning so that the applicant could address issues raised about the general development plan in the staff report. The subject zoning map amendment represents the remainder of the original PUD-GDP zoning request.

Applicable Regulations & Standards: Section 28.12 (9) provides the process for zoning map amendments; Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments.

Summary Recommendation: The Planning Division recommends that the Plan Commission recommend **approval** of Zoning Map Amendment 3475, rezoning 6701-6801 McKee Road and 3210 Maple Grove Drive from Temp. A, R1 and PUD-GDP to PUD-GDP, 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: Alex Weis, Livesey Company; 1818 W. Beltline Highway; Madison.

Proposal: The applicant and property owner has already received general development plan approval to allow an 80-unit senior apartment building to be developed on the westernmost 5.65 acres of the 14-acre overall development site. In response to concerns expressed by Planning Division staff and the Plan Commission, the general development plan for the rest of the proposed planned unit development has been modified to include a revised circulation pattern through the site and a generally denser amount of future development for the 14-acre property. The revised plans call for up to 90,000 square feet of retail to be constructed in 6 commercial buildings to be located north of a realigned Mader Drive, with 110 market-rate apartments to be developed in 4 residential buildings south of Mader.

Implementation of the overall planned unit development will occur in phases commencing in fall 2010, with no completion date for the project identified by the applicant.

Parcel Location: Approximately 8.38 acres of a 14-acre overall site located at the southwestern corner of McKee Road (CTH PD) and Maple Grove Drive; Aldermanic District 7; Madison Metropolitan and Verona Area school districts.

Existing Conditions: The site is mostly undeveloped with the exception of the one-story building at 3210 Maple Grove Drive occupied by a church.

Land Use and Zoning Surrounding 14-Acre Proposed PUD-GDP:

North: Chester Creek Townhomes, zoned PUD-SIP; Family Video, zoned C1 (Limited Commercial District) and C2 (General Commercial District);

South: Two-family residences and Stone Creek Apartments on the north side of East Pass, zoned R5 (General Residence District);

West: Four- and six-unit apartment and condominium buildings along Stonecreek Drive, zoned R4 (General Residence District);

East: Walgreen's, Copp's and multi-tenant retail/ commercial, and Westin Place Apartments, all zoned PUD-SIP.

Adopted Land Use Plan: The Cross Country Neighborhood Development Plan recommends the four parcels at 6701-6921 McKee Road for commercial-offices uses related to the 1995 approval of that site for a medical-office campus. That portion of the site was previously recommended for medium-density residential uses. The 3210 Maple Grove Drive portion of the subject site is recommended for medium-density residential uses.

The Comprehensive Plan generally identifies the entire subject site for future neighborhood mixed-use development. The neighborhood mixed-use recommendation also encompasses the commercially developed properties on the other three corners of the McKee Road/ Maple Grove Drive intersection. The intersection is also generally identified in the Comprehensive Plan for future transit-oriented development.

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

Public Utilities and Services: This property is served by a full range of urban services. Metro Transit operates limited peak hour transit service on weekdays along Stone Creek Drive and East Pass, west and south of this project. All-day and weekend transit service is approximately a half-mile north on Carnwood Road at McKenna Boulevard.

Zoning Summary: The subject site is proposed to be rezoned PUD-GDP, which will be reviewed in the following sections. Subsequent rezonings of the site to PUD-SIP and a demolition permit to allow the existing church to be demolished will be required prior to the commencement of development.

Other Critical Zoning Items	
Yes:	Urban Design, Utility Easements, Barrier Free
No:	Floodplain, Wellhead Protection, Landmarks, Waterfront Development
Prepared by: Pat Anderson, Asst. Zoning Administrator	

Previous Approvals

On December 19, 1995, the Common Council approved a request to rezone approximately 36 acres located at the southwestern corner of McKee Road and Maple Grove Drive from Temp. A to R4 and R5 (General Residence Districts) and PUD-GDP and the preliminary plat of the East Pass Addition to Country Grove subdivision, which created the four PUD-GDP-zoned lots along McKee Road for future

medical-office development as well as various lots to the south and west for primarily multi-family residential development. The final plat of East Pass Addition to Country Grove was approved by the Council on July 2, 1996 and was recorded on July 24, 1996. The final plat includes a 30-foot building line parallel to McKee Road and a restriction limiting the McKee Road frontage to one driveway access.

Amended Project Review & Analysis

The applicant is requesting approval to zone approximately 14 acres located in the southwestern corner of McKee Road (CTH PD) and Maple Grove Drive to the PUD-GDP zoning district to allow the future construction of 190 apartments in 5 residential buildings and up to 90,000 square feet of retail in 6 commercial buildings. As noted in the General Information section, approximately 5.65-acres of the site were zoned to PUD-GDP on January 19, 2010 to allow the developer of an 80-unit independent senior apartment building to proceed with an application for Section 42 affordable housing tax credits for that project from the Wisconsin Housing & Economic Development Authority.

The Plan Commission recommended referral of the remainder of the proposed PUD-GDP zoning so that the applicant could address issues raised about the general development plan in the January 11, 2010 staff report. In addition, members of the Plan Commission noted the need to create a connected street system within the development, the provision of usable building entrances from adjacent streets and the ability to accommodate multi-story commercial buildings at the January 11 hearing.

The applicant has revised the proposed general development plan for the portion of the site that the Plan Commission referred making a recommendation on at the previous hearing in an effort to address staff and Commission concerns.

The revised plan continues to call for three points of access to serve the site, including a full access driveway from Maple Grove Drive, a partial access driveway from McKee Road, and the extension of Mader Drive into the site. However, unlike the previous proposal (both the original and revised plans are attached for comparison purposes), the revised general development plan proposal calls for Mader Drive to connect directly across the site to the full-access entrance at Maple Grove Drive, and for the north-south drive to directly intersect Mader Drive near the center of the development. The revised plans show parallel parking, sidewalks and street terraces on both sides of these two internal private streets.

North of realigned Mader Drive, the applicant has revised the layout of the commercial component of the development to incorporate the opportunity for each of the 6 buildings proposed to be two stories in height, with the potential for approximately 90,000 square feet of commercial space to be developed. The revised plan calls for two buildings to front onto Maple Grove Drive, including one to be located at the corner of McKee Road, with three smaller buildings with approximately 4,000 square-foot footprints to line the McKee Road frontage. A sixth building is now shown along the north side of Mader Drive where the previous proposal showed greenspace and a possible future building. The 6 buildings will generally surround a 219-stall surface parking lot to be located at the center of the commercial component, with an approximate parking ratio of 2.43 to 4.87 stalls per 1,000 square feet depending on the ultimate build-out. The interior parking area will be broken up by a landscaped pedestrian walkway that will extend across this portion of the site between Maple Grove Drive and the 80-unit independent senior apartment building previously approved along the western edge of the overall site. A pickup window continues to be shown along the north wall of Building B1 adjacent to McKee Road.

The last element of the proposed planned unit development will be a four-building, 110-unit market-rate apartment complex to be located south of realigned Mader Drive. Three of the proposed buildings in this complex will abut Maple Grove Drive and will be three-story, 28-unit buildings with parking for 25 vehicles under each building. The fourth building is proposed as a two-story, 26-unit building to be located on the south side of Mader Drive opposite the 13,300 square-foot commercial building located at the center of the development. Under-building parking for 32 cars will be provided in the fourth building. Surface parking for approximately 100 vehicles will be provided adjacent to the 4 apartment buildings, with approximately 1.9 total parking spaces provided for the 110 units.

Minor modifications to the site plan for the 80-unit independent senior apartment building are proposed to accommodate the changes to rest of the general development plan for the 14-acre site. In particular, the applicant has placed the apartment building at the 30-foot building line established parallel to McKee Road on the plat of East Pass Addition to Country Grove, which was a revision recommended by staff in its previous comments. The south wall of the 80-unit building has also been slightly modified to accommodate the realignment of Mader Drive in the revised general development plan. Although the PUD-GDP zoning for this portion of the overall development was already approved, staff recommends that these minor modifications be incorporated into the secondary PUD-GDP approval pending before the Commission and Council and included in the final recorded general development plan.

The Planning Division feels that the revisions made to the general development plan bring the project into closer conformance with the land use recommendations for the subject site contain in the Cross Country Neighborhood Development Plan and Comprehensive Plan.

The subject site is located on the northernmost edge of the Cross Country Neighborhood Development Plan, which was adopted in 1993 to guide development in the portion of the City bounded by McKee Road on the north, Verona on the west, Cross Country and Nesbitt roads on the south and Fitchburg on the east. The four PUD-GDP parcels are currently identified in the Cross Country NDP for commercial-office owing to the earlier approval for the Dean campus. Originally, the plan recommended this portion of the site be developed with medium-density residential uses. The parcel located along Maple Grove Drive occupied by the church and former school is recommended in the neighborhood development plan for medium-density residential uses. The plan recommends that medium-density residential uses be developed at an average density of 16 units an acre. Among the general land use objectives and policies in the Cross Country NDP include the creation of compact commercial areas to serve as a focus for neighborhood activity and a centralized convenience shopping and service center for residents. Shops, dwellings and workplaces are encouraged to be in close proximity to one another. Overall, the land use pattern in the neighborhood should encourage the development and use of mass transit while reducing the reliance on private autos.

The land use recommendation for the subject site was revised in 2006 with the adoption of the City's Comprehensive Plan, which recommends all five parcels and the existing commercially developed properties located on the other three quadrants of the McKee Road/ Maple Grove Drive intersection for transit-oriented neighborhood mixed-use development. In general, neighborhood mixed-use areas are intended to include commercial spaces primarily focused towards serving surrounding neighborhoods, with any residential uses generally not to exceed 40 dwelling units per acre. The scale of buildings in neighborhood mixed-use areas should generally be between two and four stories in height, though building heights, as well as intensity of use and residential densities can vary as established in an adopted neighborhood or special area plan. Areas recommended for mixed-use development in the Comprehensive Plan are generally recommended for development as activity centers that include both residential and non-residential uses, with mixed-use buildings encouraged but not required. Neighborhood mixed-use areas are intended to provide surrounding neighborhoods and districts with

convenience shopping and service uses, as opposed to the larger community and regional mixed-use areas in the plan, which are intended to serve larger populations and can be developed at higher densities. Transit-oriented developments (TOD) are recommended to include a variety of land uses that generate pedestrian activity, including a mix of housing, retail, service and employment in buildings placed within walking distance of transit facilities in a fashion that creates a sense of spatial enclosure and a high-quality public realm.

Planning Division staff was previously concerned that the proposed planned unit development did not represent the integrated mixed-use development recommended for the site in the Comprehensive Plan, with a disconnected circulation pattern that did little to break down the large block on which the development is located. Staff believes, however, that the revised general development plan includes a significantly improved circulation pattern that not only provides better circulation through the site and block but also creates an organizing feature for various components of the project. In particular, the realignment of Mader Drive allows the primarily commercial development to the north to be more closely integrated with the residential component proposed to the south. The revised plan provides an opportunity to create a sense of spatial enclosure at the primary entrance into the development that will continue into the development. The inclusion of a street-like section with sidewalks and parallel parking should result in the creation of a more urban environment along Mader Drive than the previous plan, which staff felt was more akin to a suburban parking lot. A similar street section is also proposed along the north-south drive from McKee Road, though there will be less building mass abutting that drive. Staff feels that the changes to the two internal private streets should result in a more benign pedestrian environment throughout the site as well.

Although the site plan for the proposed general development plan is greatly improved, staff believes that significant attention will need to be paid to the final design of the market-rate apartment and commercial components of the planned unit development at the time specific implementation plans are presented for approval. Both staff and the Plan Commission expressed concerns during the review of the earlier general development plan proposal about how the proposed buildings would address the public streets on the northern and eastern edges of the development. Based on the proposed realignment of Mader Drive included in the revised general development plan, staff feels that the treatment of facades facing that private street will also have to be carefully considered at the SIP stage similar to the treatment of facades abutting McKee Road and Maple Grove Drive. While the architectural relationship between the future buildings and those three streets is probably a subject for closer scrutiny at the SIP stage, staff recommends that language be included in the zoning text for the general development plan that establishes the basic expectation that individual buildings will be oriented to and have access from abutting streets as part of the specific implementation plans for those buildings through the incorporation of architectural features that identify the street-side walls of those buildings as the “front” walls and doors of those buildings.

On a 5-3 vote, the Urban Design Commission recommended final approval of the previous iteration of the general development plan on December 16, 2009 (see attached reports). Staff believes that the revisions to the general development plan made since the Urban Design Commission recommendation are an improvement over the earlier proposal and does not believe that additional review by the UDC is required in order to approve the new version of the general development plan.

Conclusion

The applicant is requesting approval of a general development plan to guide the future development of an approximately 14-acre site located in the southwestern quadrant of McKee Road (CTH PD) and

Maple Grove Drive with a mix of multi-family residential and retail-service uses in approximately 11 buildings. Planning staff and the Plan Commission raised concerns about the general development plan previously submitted for this site due to its disconnected circulation pattern and segregated land uses as well as concerns about how the proposed buildings would relate to adjacent streets.

The applicant has submitted a revised site plan for the planned unit development that staff believes largely addresses the site planning concerns raised previously. The revised plan generally provides better circulation across the site through the realignment of Mader Drive to create a direct east-west connection across the property, as well as the creation of a direct connection of the unnamed north-south drive from McKee Road to Mader Drive. Mader Drive and the north-south drive have also been redesigned to incorporate on-street parallel parking and sidewalks on both sides. Staff believes the proposed site planning changes will create a better pedestrian environment for the development, provide an important organizing feature for the future residential and commercial buildings proposed, and allow the project to begin to assume the characteristics of a neighborhood mixed-use development, including the creation of a compact, integrated built environment on the subject site. The applicant has also responded to an earlier staff and Plan Commission concern about the density of the commercial component of the project by increasing the final square-footage to include the potential for two-story buildings throughout that portion of the development.

Questions remain, however, about the implementation of the planned unit development following the approval of this general development plan. In particular, the architectural relationship of individual buildings to Mader Drive, McKee Road and Maple Grove Drive will require careful consideration at the specific implementation plan stage. Similar consideration should be given during the review of specific implementation plans for the commercial component north of Mader Drive to ensure that the proposed buildings are built as close to the upper end of the square-footage range identified on the revised general development plan as possible.

In conclusion, staff believes that the Plan Commission can now recommend approval of the balance of the general development plan for the 14-acre overall site. Staff feels the revisions made to the plan since the earlier hearing on this site better reflect the neighborhood mixed-use and transit-oriented development recommendations for this site in the Comprehensive Plan. Approval of the revised general development plan should recognize the minor modifications being made to the portion of the overall site to be developed with the 80-unit apartment building previously granted PUD-GDP approval on January 19, 2010.

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 forward Zoning Map Amendment ID 3475, rezoning 6701-6801 McKee Road and 3210 Maple Grove Drive from Temp. A, R1 and PUD-GDP to PUD-GDP, with a recommendation of **approval** subject to input at the public hearing, the following Planning Division conditions and the conditions from reviewing agencies:

1. That the approval of this PUD-GDP grants no specific authority to demolish or remove the one-story building at 3210 Maple Grove Drive. However, the general intent to demolish this structure is recognized as part of the approval of the general development plan. Specific approval to demolish this structure shall be granted as part of the review of a specific implementation plan for this portion

of the site using the standards for approval of demolition permits in Section 28.12 (12) of the Zoning Ordinance. The future application to demolish this building shall include photographs of the interior and exterior of the building as well as a written assessment of its condition and the potential for any buildings to be relocated to other sites.

2. That the applicant work with the Planning Division and Zoning Administrator prior to final approval and recording of the planned unit development zoning to develop an enumerated list of permitted commercial and residential uses for the zoning text. [Staff believes that it would be best going forward to approve PUD zoning texts with such use lists so as to avoid references to the Zoning Code, which is currently being rewritten and will likely have different, more contemporary use lists.]
3. That the zoning text for the general development plan be revised per Planning Division approval prior to recording to state that individual commercial buildings will be designed to be as oriented to or more oriented to the adjacent public and private streets than to the internal parking lots through the inclusion of architectural features including but not limited to vision glass, usable entrances and fully screened utility and mechanical facilities along all street-side elevations. Enforcement of this requirement will occur as part of the specific implementation plan approval for individual commercial buildings.
4. Note: Implementation of the planned unit development will likely require subdivision of the subject parcel by a final plat or Certified Survey Map preceded by a preliminary plat or amended general development plan that outlines the proposed layout of the subdivision.

The following conditions were submitted by reviewing agencies for the overall 14-acre planned unit development, including the portion previously approved by the Common Council on January 19, 2010:

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

5. The conditional approval for build out will require public right of way dedications as well as other probable public easement rights conveyed to facilitate this development. It is understood this is to be accomplished by the submittal, approval and recording of either a Certified Survey Map (CSM) or Subdivision Plat. The site plan appears to include only portions of platted lots as well, which presumably the CSM or Plat will also resolve.
6. The applicant shall dedicate additional right of way along Maple Grove Drive to facilitate the new intersection with the proposed driveway as required by the City Engineer.
7. The applicant shall dedicate right of way along Maple Grove Drive for sidewalk and tree terrace as required by the City Engineer.
8. The applicant shall make improvements to Maple Grove Drive to facilitate ingress and egress to the proposed driveway.
9. The applicant shall make improvements to McKee Road to facilitate ingress and egress to the proposed driveway.
10. Site drainage must be safely passed to adjacent right of ways. Proposed Buildings "H" and "I" cannot discharge to adjacent private property.
11. The proposed development shall require extending public storm sewer and public sanitary sewer.

12. The construction of this development will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City/Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project. (Per MGO 16.23(9)c)
13. The applicant shall construct sidewalk along Maple Grove Drive according to a plan approved by the City Engineer. (Per MGO 16.23(9)(d)(6))
14. The applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
15. The applicant shall replace all sidewalk and curb and gutter that abuts the property, which is damaged by the construction or any sidewalk and curb and gutter that the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
16. All work in the public right of way shall be performed by a City-licensed contractor. (Per MGO 16.23(9)(c)5) and MGO 23.01)
17. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan in PDF format to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816.
18. 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.
19. If the lots within this site plan are interdependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan, and recorded at the Dane County Register of Deeds.
20. 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) off of new paved surfaces; provide infiltration in accordance with Chapter 37 of the Madison General Ordinances; provide substantial thermal control; provide oil & grease control from the first 1/2" of runoff from parking areas, and; complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of the Madison General Ordinances.
21. The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed

contours. It is necessary to show the location of drainage leaving the site to the public right of way. It may be necessary to provide information off the site to fully meet this requirement.

22. The applicant shall submit, prior to plan sign-off, digital PDF files to the City Engineering Division. The digital copies shall be to scale, shall have a scale bar on the plan set, and shall contain the following items: building footprints; internal walkway areas; internal site parking areas; lot lines and right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).
23. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management File including: SLAMM DAT files; RECARGA files; TR-55/HYDROCAD/etc., and; sediment loading calculations. 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.
24. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering Division sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (261-9688) to obtain the final MMSD billing a minimum of two working days prior to requesting City Engineering Division signoff. (Per MGO 16.23(9)(d)(4))
25. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.

Traffic Engineering Division (Contact John Leach, 267-8755)

26. The applicant will need to submit a traffic impact study to as determined by the Traffic Engineering Division. The traffic impact study will need to be reviewed and approved by the Traffic Engineering Division. The applicant has been working with Traffic Engineering staff to develop the Traffic Impact Study.
27. In order to provide adequate capacity, the applicant shall dedicate additional 10 feet of right of way along Maple Grove Drive frontage beginning from the southerly right of way line of McKee Road southerly along the westerly right of way line to the southerly extended curb line of the proposed driveway approach for Mader Drive (Private Street). The applicant will need to start a 150-foot taper from Maple Grove Drive driveway southerly. This dedication is required for the orderly development of this land use and to provide transportation accommodations to serve this development. The exact dedication and street improvement requirements shall be reviewed and approved by the City Traffic Engineer.
28. The developer shall enter into a subdivision contract/ developer's agreement and make improvements to Maple Grove Drive and McKee Road (CTH PD) as determined by the City Traffic Engineer and City Engineer.
29. The applicant shall be responsible for securing all proper permits and approvals from any municipality or government unit having jurisdiction with the project. In particular, the applicant shall submit site plans for review and approval to the Dane County Department of Public Works, Highways & Transportation. The applicant shall return a set of site plans or a letter with Dane County's approved copies to the City of Madison Traffic Engineering Division.

30. A special design "Street Type Entrance" at McKee Road will need to be designed and reviewed and approved by Traffic Engineering staff. The Maple Grove Drive entrance shall be a Class 4 driveway approach with a maximum width of 40 feet.

31. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the 2-foot overhang, and a scaled drawing at 1" = 20'.

32. The applicant shall note "Mader Drive (Private Street)" on the PUD-GDP. The applicant shall note the following for private street signs:

The applicant shall install private street name and other signs that comply with Madison General ordinances 10.34(3). The applicant shall show detail drawing of signs and installation that comply with M.G.O.

a. Sign Installation. Street name signs shall be installed five (5) feet behind the property line on private property on the right hand side of the private street approach to the public street. Signs may be mounted on wood posts, drive posts or on two (2) inch (I.D.) steel pipe mounted on a concrete stub buried in the ground. At all private-public street intersections, the property owner shall install and maintain a regulation stop sign (minimum 24" x 24") and a "Private Drive" sign (minimum 18" x 18") mounted on the street name sign post seven (7) feet above ground (measured to the bottom of the sign). Street name signs shall be mounted no less than nine (9) feet, nor more than ten (10) feet above ground (measured to the bottom of the sign).

33. All existing driveway approaches on which are to be abandoned shall be removed and replaced with curb and gutter and noted on the plan.

34. When a final plat or CSM is submitted for approval, the developer shall note on the face the joint driveway ingress/egress and easements.

35. The applicant will need to submit a pavement marking and signage plan to be reviewed and approved by Traffic Engineering staff for the PUD (GDP-SIP) submittal. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.

36. A traffic signal/street light declaration of conditions and covenants shall be executed and returned with a future plat or CSM submittal. The development shall acknowledge on their proportionate share of traffic signal assessments. The developer shall further agree in writing to not oppose their proportionate share of the traffic signal assessments as part of the City's Special Assessment districts for traffic signals.

37. 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.

38. 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)

39. Bike parking shall comply with MGO Section 28.11: Provide one bike parking stall for each apartment and one bike stall for each 10 surface parking stalls provided in a safe and convenient locations on an impervious surface to be shown on the final plan. The bike racks shall be securely anchored to the ground or building to prevent the racks from moving. Note: A bike-parking stall is 2' by 6' with a 5-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.
40. Parking and loading shall comply with City of Madison General Ordinances Section 28.11 (4): Provide (1) 10' x 35' loading areas with 14-foot vertical clearance to be shown on the plan. Work with Zoning staff to determine location.
41. Parking requirements for persons with disabilities must comply with MGO Section 28.11 (3)6.(m) which includes all applicable State accessible requirements, including but not limited to:
- a.) Provide minimum of 5 accessible stalls striped per State requirements. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
 - b.) Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
 - c.) Show the accessible path from the stalls to the buildings. Parking stalls shall not block the entry to the elevators. The stalls shall be as near the accessible entrance as possible. Show ramps, curbs, or wheel stops where required.
42. Identify useable open space areas and area calculations for the residential dwelling units.
43. Lighting is required and shall be in accordance with MGO Section 10.085: Provide a plan showing at least .5 foot candle on any surface on any lot and an average of .75 footcandles. The maximum light trespass shall be 0.5 footcandle at 10 feet from the adjacent lot line. (See City of Madison Lighting Ordinance).
44. Off-street parking requirement shall comply with MGO Sections 28.04 (12) and 28.11: Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.
45. Signage approvals are not granted by the Plan Commission. Signage must be approved by the Urban Design Commission or staff. for compliance with MGO Section 31, Sign Code, and MGO Section 33, the Urban Design ordinance. Sign permits must be issued by the Zoning Section of the Department of Planning and Community and Economic Development prior to sign installations.

Parks Division (Contact Tom Maglio, 266-4711)

46. Final park dedication and development fees will be determined when specific implementation plans are submitted for the two residential components of the project. Park impact fees will be due prior to signoff of those SIPs and/or the issuance of building permits. Park impact fees for the 190 multi-family units, including the 80 age-restricted units, will be based on the fees due and payable in the year the SIP is approved and/or building permits are issued.

Fire Department (Contact Scott Strassburg, 261-9843)

47. Provide fire apparatus access as required by MGO 34.19, as follows:
- a.) The site plans shall clearly identify the location of all fire lanes.
 - b.) 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 of 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.
48. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500 feet of at least two fire hydrants. Distances are measured along the path traveled by the fire truck as the hose lays off the truck. See MGO 34.20 for additional information.

City Assessor's Office (Contact Maureen Richards, 266-4845)

This agency did not submit comments for this request.

Water Utility (Contact Dennis Cawley, 261-9243)

49. The proposed public water distribution design is now acceptable to the Madison Water Utility. The Water Utility will need to sign off the final plans, but not need a copy of the approved plans.

50. All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

Metro Transit (Contact Tim Sobota, 261-4289)

51. The applicant shall install and maintain a concrete passenger boarding pad on the west side of Maple Grove Drive, south of McKee Road. The concrete pad shall occupy the full distance of the terrace, measure a minimum of 10 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb. Future transit service expansions or restructuring could be routed along Maple Grove Drive to points south of McKee Road—creating the possible need for the concrete boarding pad location and bus stop identified above at this major intersection. The applicant shall include the location of these passenger amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.