



City of Fitchburg
Planning/Zoning Department
5520 Lacy Road
Fitchburg, WI 53711
(608-270-4200)

LAND DIVISION APPLICATION

The undersigned owner, or owner's authorized agent, of property herein described hereby submits ten (10) copies of the attached maps, one (1) copy no larger than 11" x 17", and one (1) pdf document of the complete submittal (planning@fitchburgwi.gov) for approval under the rules and requirements of the Fitchburg Land Division Ordinance.

1. Type of Action Requested:
- ☐ Certified Survey Map Approval
 - ☐ Preliminary Plat Approval
 - ☐ Final Plat Approval
 - ☐ Replat
 - ☒ Comprehensive Development Plan Approval

\$410

2. Proposed Land Use (Check all that Apply):

- ☐ Single Family Residential
- ☐ Two-Family Residential
- ☐ Multi-Family Residential
- ☒ Commercial/Industrial

3. No. of Parcels Proposed: 1

4. No. Of Buildable Lots Proposed: 1

5. Zoning District: B-H (Highway Business)

6. Current Owner of Property: Orchard Pointe Development Company, Inc.

Address: 3003 Kapec Road, Madison, WI 53744 Phone No: 608-577-6505

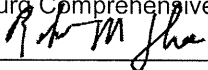
7. Contact Person: Robert M. Shea

Email: rshea@wingrastone.com

Address: 3003 Kapec Road, Madison, WI 53744 Phone No: 608-577-6505

8. Submission of legal description in electronic format (MS Word or plain text) by email to: planning@fitchburgwi.gov

Pursuant to Section 24-2 (4) of the Fitchburg Land Division Ordinance, all Land Divisions shall be consistent with the currently adopted City of Fitchburg Comprehensive Plan.

Respectfully Submitted By:  Robert M. Shea, President

Owner's or Authorized Agent's Signature Print Owner's or Authorized Agent's Name

PLEASE NOTE - Applicants shall be responsible for legal or outside consultant costs incurred by the City. Submissions shall be made at least four (4) weeks prior to desired plan commission meeting.

For City Use Only: Date Received: 12-14-2022

Ordinance Section No. _____ Fee Paid: _____

Permit Request No. CDP-2495-23

Receipt No: 17.000326

Dec 15, 2022

RYAN COMPANIES

LICENSES & PERMITS

CDP-2495-23 410.00

Total: 410.00

CREDIT CARD - COUNTER 410.00

Payor:

RYAN COMPANIES

Total Applied: 410.00

Change Tendered: .00

12/15/2022 02:09PM

CITY OF FITCHBURG

5520 LACY RD

FITCHBURG WI 53711

608-270-4200

Jami Erickson

R 17.000326

12/15/22 JE

From: Deanna Schmidt
Sent: Thursday, December 15, 2022 10:31 AM
To: Chad Lockwood; Karla Tooley; Jami Erickson
Cc: Jim Gooley; Conor Neyer; Melissa Duce; Drew Roskos; Chris Teigen; Heidi Mapes
Subject: CPD-2495-23 -- American House Fitchburg-CDP Amendment Application Submittal
Attachments: CDP-2495-23.pdf

Hi Jim;
The fee for the CDP is \$410.

To pay over the phone, please call 608-270-4200 and pay over the phone using a debit/credit card (2.99% fee).

Please let me know if you have any questions.

Thanks,
d

Deanna Schmidt, AICP
City Planner & Zoning Administrator
City of Fitchburg
5520 Lacy Road
Fitchburg, WI 53711
deanna.schmidt@fitchburgwi.gov
608-270-4255

From: Chad Lockwood <Chad.Lockwood@RyanCompanies.com>
Sent: Wednesday, December 14, 2022 4:27 PM
To: Deanna Schmidt <Deanna.Schmidt@fitchburgwi.gov> *ph 612-271-4869*
Cc: Jim Gooley <Jim.Gooley@RyanCompanies.com>; Conor Neyer <Conor.Neyer@RyanCompanies.com>; Melissa Duce <Melissa.Duce@RyanCompanies.com>; Drew Roskos <Drew.Roskos@RyanCompanies.com>; Chris Teigen <Chris.Teigen@RyanCompanies.com>; Heidi Mapes <Heidi.Mapes@RyanCompanies.com>
Subject: American House Fitchburg-CDP Amendment Application Submittal

EXTERNAL EMAIL: BEWARE OF UNKNOWN ATTACHMENTS AND LINKS.

Deanna,

Ryan Companies US, Inc. is pleased to submit the attached Land Division Application related to the Orchard Pointe Comprehensive Development Plan Amendment (Amendment 18) for the American House Fitchburg project located southwest of the Fitchrona Road/Limestone Lane intersection. Electronic copies of this submittal are available for download from the following file share site: [2022.12.14 CDP Amendment Application](#)

Please confirm that you are able to download the electronic copies and do not hesitate to contact me with any questions regarding this submittal or if additional information is needed.

Thank you



December 14, 2022

**RE: American House Fitchburg
Comprehensive Development Plan (CDP) Amendment Application
Orchard Pointe CDP Amendment Eighteen Narrative**

Introduction and Background

The Orchard Pointe Comprehensive Development Plan ("CDP") was adopted by the City of Fitchburg ("City") in April 2006 after extensive public review and discussion. The CDP established the framework for the commercial development of approximately 120 acres in the area located in the southwest quadrant of the McKee Road and Verona Road intersection.

The CDP addressed various development issues and established parameters for land use, zoning, public improvement, architectural character, traffic circulation, stormwater management and open space preservation.

During the course of discussion on the CDP, the City and the property owners recognized that the scope of development in this area would need to be dynamic and responsive to market changes, consumer expectations and regulatory goals. The CDP further highlighted that uses within the CDP Planning Area were intended to complement each other, rather than compete with one another. To meet its intended purpose as the framework for managing the development within Orchard Pointe, it was agreed that reasonable amendments to the CDP would be necessary.

This proposal is the eighteenth amendment of the CDP and focuses on Lot 2 of the Certified Survey Map No. 15267. This property is currently vacant/undeveloped land.

Orchard Pointe Chronology

Apr 2006	Orchard Pointe Comprehensive Development Plan approved
Jul 2006	Rezoning of Orchard Pointe approved (Ord # 2006-0-17 and Ord # 2006-0-18).
Jan 2007	CDP Amendment One – Relating to lands east of Fitchrona Road, the re-alignment of Hardrock Road (Orchard Pointe 11 Preliminary Plat), and

Ryan Companies US, Inc.
533 South Third Street, Suite 100
Minneapolis, MN 55415

p: 612-492-4000
ryancompanies.com



the Rezoning of McKee Road frontage east from Fitchrona Road (Ord # 2007-0- 05).

Jan 2008	CDP Amendment Two – Relating to uses and open space for Phase One of the Shoppes at Orchard Pointe.
Jul 2008	CDP Amendment Three – Relating to uses and open space for Phase Two of the Shoppes at Orchard Pointe.
Sep 2008	CDP Amendment Four – Relating to the gross floor area permitted on Lot 1 of CSM 11969 (UW Credit Union).
Dec 2008	CDP Amendment Five – Relating to the uses and development of The Shoppes at Orchard Pointe (Lot 3) and amendment of the land uses allowed on Lot 8.
Oct 2009	CDP Amendment Six – Relating to the uses and development of Lots 3, 4, 6, and 8.
Mar 2011	CDP Amendment Seven – Relating to zoning and conditional uses on Lot 6 and revising the site plan pertaining to Lots 3, 4, and 6.
Jul 2011-Mar 2012	CDP Amendment Eight – Relating to changing the land use on Lot 1 from restaurant to a bank with drive -thru lanes and specialty retail center uses. This proposed amendment was denied by the City Plan Commission in order to maintain the opportunity for a restaurant use to be developed.
Fall 2011	CDP Amendment Nine – Relating to developing the HyVee Grocery Store on Lot 5.
Fall 2012-Apr 2013	CDP Amendment Ten – Relating to revising the permitted use on Lot 1 to allow Specialty Retail Center in place of the single restaurant use restriction.
Jul 2013	CDP Amendment Eleven – Relating to increasing permitted residential densities to enable the development of an apartment complex on Lot 14.
Jan 2016	CDP Amendment Twelve – Relating to revising the uses permitted on Lot 9 to allow the development of the Staybridge Suites Hotel.
Jun 2017	CDP Amendment Thirteen – Relating to revising the use and gross floor area permitted on Lot 8 to allow for the development of a Freshii restaurant and buildout of additional retail space.
Nov 2018	CDP Amendment Fourteen – Relating to revising the uses permitted on Lot 10 to allow for the development of a residential apartment complex.
Jan 2019	CDP Amendment Fifteen – Related to a 130 unit independent senior living facility on Lot 12 of Orchard Pointe
Mar 2019	CDP Amendment Sixteen – Related to splitting Lot 1 of CSM 10317 into 3 lots



May 2021

CDP Amendment Seventeen – Related to splitting Lot 1 of CSM 10317 into 2 lots

Land Use and Zoning

We are proposing to further amend the CDP land use plan and zoning district designation for Lot 2 of Certified Survey Map No. 15267 to permit the development of a senior living community, as generally depicted on the site plan included in this application.

The proposed development will be compatible with adjacent and nearby uses and will be a complementary addition in terms of both operation and architecture with the existing uses within Orchard Pointe development.

The proposed development will require a re-zoning from B-H (Highway Business) to Planned Development District with an approved use of High Density Residential (HDR) on the site.

Project Description

The project generally consists of 109 units, within a connected 2-story memory care building and a 3-story assisted living building, creating a senior living community with site improvements that include surface parking areas, utilities, stormwater management and landscaping.

The proposed business will consist of an assisted living, and memory care community that will include multiple dining venues, club room, gathering spaces, activity rooms, and fitness/spa/salon area. Hours of operation for the business will be 24 hours a day 7 days a week and will be staffed over three shifts.

Project Benefit

This development is intended to be a community asset. From a market perspective, our research shows that the Fitchburg market is undersupplied for senior housing. From a land use perspective, we feel senior living is a perfect fit for this site. Senior housing is a low-impact and quiet use – this is a win-win for taxpayers and the neighbors nearby. Our marketing plan also relies heavily on high visibility and easy access. We achieve both of those here. Additionally, residents of our projects love feeling connected to the community, so the project's proximity to retail is highly synergistic. Furthermore, the site is conveniently located for staff and adult children of our residents, who frequently use the retail and community amenities nearby.

Additionally, the Quarry Ridge independent living community located next door is a strong complement to this development, providing a campus-like setting for seniors. The close proximity will also allow residents of Quarry Ridge requiring a higher level of care to move across the parking lot and maintain their relationships and familiarity with the area.

Site Access

We are proposing three points of vehicular access along the existing shared private drive that connects to Fitchrona Road. An additional access is proposed at the northeast property corner that connects to the southeastern-most portion of the Target site located at the Fitchrona Road/Limestone Lane intersection.



Pedestrian circulation will be provided throughout the site connecting the community to the public right of way.

Traffic

The construction of the proposed American House Fitchburg Senior Living development is not expected to generate more traffic than the previously approved volumes, prior to Amendment 15 of the CDP. Furthermore, the proposed project is anticipated to be in compliance with the approved CDP prior to Amendment 15, as well as Amendment 15 of the CDP.

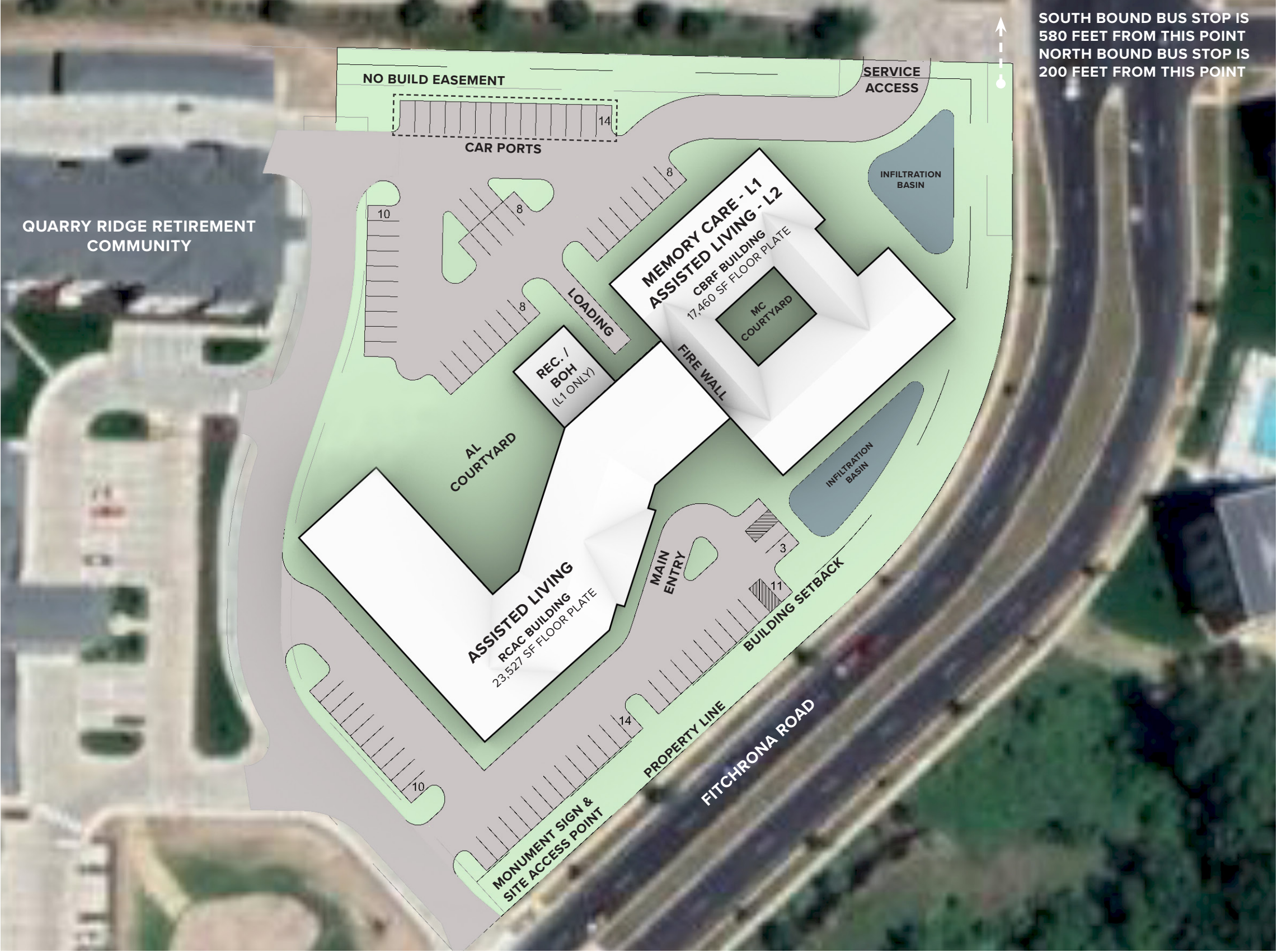
Off-Street Parking Demand

Typically, assisted living and memory care residents do not bring cars to the development. The balance of the parking demand is derived from employees and family/visitors which is spread over various time periods. We typically park around 0.75 stalls/unit. For this project the parking demand would be estimated at 86 stalls for 109 units.

Stormwater Management

Stormwater will be managed by a combination of off-site (regional pond) and on-site facilities and will conform with applicable State, County, City, and DNR requirements. The on-site stormwater management system may consist of surface detention/retention areas and/or underground type facilities. Detailed information and design will be provided with subsequent applications for review and approval.

SCALED SITE PLAN



FITCHBURG SENIOR LIVING

SITE INFORMATION

SITE AREA	3.85 AC
SURFACE PARKING SPACES	86

BUILDING INFORMATION

3 STORY AL BUILDING (RCAC LICENSED)	69,080 SF
2 STORY AL STACKED OVER MC (CBRF LICENSED)	34,920 SF
BUILDING GSF	104,000 SF
BUILDING RSF	67,600 SF
TOTAL NUMBER OF UNITS	109
ASSISTED LIVING UNITS	81
MEMORY CARE UNITS	28

CONSTRUCTION TYPES

RCAC	VA
CBRF	IIA

EXTERIOR BUILDING MATERIALS

- 25% GLAZING
- 30% MASONRY
- 45% FIBER
- ASPHALT SHINGLE ROOF

LEVEL 1 FTF HEIGHT	12'-5 1/4"
LEVEL 2 FTF HEIGHT	11'-1 7/8"
LEVEL 3 FTF HEIGHT	11'-1 7/8"
TOTAL BUILDING HEIGHT	34'-9"

NUMBER OF ELEVATORS	2
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MEMORANDUM

To: City of Fitchburg

From: Alex Cowan, PE, PTOE (Ayres Associates)

Date: December 14, 2022 Project No.: 49-0745.00

Re: Fitchburg Senior Living Traffic Compliance Letter

Background

Ryan A+E, Inc. is currently designing the proposed Fitchburg Senior Living development for construction. The Fitchburg Senior Living development is planned to be built on Lot 12B of the Orchard Pointe development, located at the southwest corner of the intersection between Fitchrona Road and Limestone Lane, in the City of Fitchburg, Wisconsin. The development location is shown in **Figure 1**.

The original Orchard Pointe Comprehensive Development Plan (CDP) was adopted by the City of Fitchburg in April 2006. This CDP established a proposed masterplan for the development of the area south of McKee Road and west of Highway 18, approximately 120 acres in size. Initially, Lot 12 of the development, located at the southwest corner of the intersection between Fitchrona Road and Limestone Road, was anticipated to serve commercial uses, specifically a home improvement store and a specialty retail center.

In February 2019, the City of Fitchburg approved CDP Amendment 15, which permitted the rezoning of Lot 12 from a commercial use to a high-density residential use. Amendment 15 also detailed the development of the Resort Lifestyle Community, an independent living community for senior residents, on the western portion of Lot 12, referred to as Lot 12A. Amendment 15 of the CDP is included in **Attachment 1**.

Figure 1 – Project Location



*Aerial imagery based on Google Earth, July 2022 aerial mapping

The purpose of this Traffic Compliance Letter is to perform a trip generation analysis for the Fitchburg Senior Living development and verify that the expected trips generated by the proposed development do not exceed the CDP Amendment 15 trip generation analysis update, approved in February 2019.

Trip Generation Analysis

The proposed Fitchburg Senior Living development consists of a 104,000 gross square foot, multi-story building, built on a 3.85-acre lot, Lot 12B. The building is expected to be composed of 109 total dwelling units, with 81 assisted living units, and 28 memory care units. The development is also expected to include two parking lots, providing a total of 86 surface parking spaces. Access to the development would utilize the two existing full access points along Fitchrona Road, one at Limestone Lane, and the other south of Limestone Lane. The proposed site plan is included in **Attachment 2**.

A trip generation analysis was conducted for the proposed Fitchburg Senior Living development, utilizing the methodology documented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. As described by ITE, the Trip Generation Manual contains text, tables, data plots, and statistics that describe the state-of-the-practice understanding of the relationship between walk, bicycle, transit, motor vehicle, and truck trip generation and characteristics associated with an individual development site or land use. The trip generation manual provides three methods for estimating trips at proposed developments: a data plot, a weighted trip generation rate, or a regression equation. Along with the weighted trip generation rate, a standard deviation value is also provided to indicate how widely dispersed the data points are around the calculated average.

Land Use 254, Assisted Living, was selected as the land use that best represented the proposed Fitchburg Senior Living development. Three independent variables are available for estimating trips associated with this land use: number of beds, gross floor area, and number of employees. The number of beds was selected as the preferred variable for the trip generation analysis. The number of employees variable was not utilized, as this variable is not a physical site characteristic, which makes it less desirable to use, and the number of employees is currently not known and would have to be estimated. The gross floor area could have been utilized as the standard deviation values did not exceed 55% of the weighted average rate for the analysis time periods in question; however, the number of beds was selected as it was deemed the variable more closely related to the occupancy and trips associated with the development. In addition, the number of beds variable had significantly more data available when compared to the other variables, which could lead to a higher level of confidence in the trip generation estimate results.

Considering that the approved CDP prior to Amendment 15, and Amendment 15 of the CDP, only analyzed the weekday daily, and weekday PM peak hour time periods, the trip generation analysis for the Fitchburg Senior Living development analyzed the same time periods. The Fitchburg Senior Living development is expected to generate 283 daily weekday trips, and 36 trips during the weekday PM peak hour. The Fitchburg Senior Living development trip generation analysis results are summarized in **Table 1**. The trip generation land use description and data plots are included in **Attachment 3**.

Table 1 – Fitchburg Senior Living Development Trip Generation Summary

Land Use Type	11th Ed ITE Land Use Code	Size	Units	Time Period									
				Weekday Daily					Weekday PM Peak Hour				
				Avg Rate	Std Dev	In	Out	Total	Avg Rate	Std Dev	In	Out	Total
Assisted Living	254	109	Beds	2.60	-	50%	50%	283	0.33	0.1	45%	55%	36
						142	141				16	20	
Total						142	141	283			16	20	36

Trip Generation Comparison

The original Orchard Pointe CDP was adopted by the City of Fitchburg in April 2006. Prior to Amendment 15 of the CDP, Lot 12 of the development was anticipated to consist of an 80,000 square foot home improvement store and 8,000 square feet of specialty retail. Lot 12 of the development was expected to generate approximately 2,739 trips on an average weekday, with 218 trips during the weekday PM peak hour. The approved trip generation results, prior to Amendment 15 of the CDP, are summarized in **Table 2**.

Table 2 – Orchard Pointe CDP Trip Generation Summary, Prior to Amendment 15

Orchard Pointe Lot No.	Land Use Type	Prev. ITE Land Use Code	Size	Units	Time Period			
					Weekday Daily		Weekday PM Peak Hour	
					Rate	Total	Rate	Total
12A	Home Improvement Store	862	80	1,000 SF	29.80	2,384	2.45	196
12B	Specialty Retail Center (Small Shops)	814	8	1,000 SF	44.32	355	2.71	22
Total						2,739		218

Amendment 15 of the CDP, included in **Attachment 1**, was approved in February 2019. The amendment proposed the development of the Resort Lifestyle Community, an independent living community for senior residents, on Lot 12A. The proposed Resort Lifestyle Community consisted of a 180,000 gross square foot, multistory building, composed of 130 dwelling units.

As part of the amendment, the trip generation estimate was updated for Lot 12A. The 2019 estimate utilized the rates documented in the ITE Trip Generation Manual, 10th Edition, as well as field collected trip generation data from two similar developments. Ultimately, the rates based on field collected trip generation data were utilized for the trip generation comparison conducted in Amendment 15.

Based on the 2019 analysis, Lot 12A of the development was expected to generate approximately 369 trips on an average weekday, with 26 trips during the weekday PM peak hour. The updated estimate indicated that Lot 12 would generate 2,015 fewer average weekday trips, with 170 fewer weekday PM peak hour trips, than previously approved prior to Amendment 15 of the CDP. The approved trip generation results, from Amendment 15 of the CDP, are summarized in **Table 3**.

Table 3 – Orchard Pointe CDP Trip Generation Summary, Amendment 15

Orchard Pointe Lot No.	Land Use Type	Prev. ITE Land Use Code	Size	Units	Time Period			
					Weekday Daily		Weekday PM Peak Hour	
					Rate	Total	Rate	Total
12A	Resort Lifestyle Community	N/A	130	DU	2.84	369	0.20	26
12B	Specialty Retail Center (Small Shops)	814	8	1,000 SF	44.32	355	2.71	22
Excess Trips from Original Approved Trip Generation Analysis		N/A	N/A	N/A	N/A	2,015	N/A	170
Total						2,739		218

The number of trips expected to be generated by the Fitchburg Senior Living development are within the volume limits set by the total number of trips previously expected to be generated by Lot 12 of the Orchard Pointe development. The final development of Lot 12 comprising of the Resort Lifestyle Community (Lot 12A) and the Fitchburg Senior Living (Lot 12B), is expected to generate 2,087 fewer average weekday trips, with 156 fewer weekday PM peak hour trips, than previously approved, prior to Amendment 15 of the CDP. The comparison between the expected trips for the Lot 12 of the Orchard Pointe development is summarized in **Table 4**.

Table 4 – Trip Generation Comparison Summary

Orchard Pointe Lot No.	Land Use Type	Time Period					
		Weekday Daily			PM Peak Generation		
		In	Out	Total	In	Out	Total
12	Home Improvement Store & Specialty Retail Center (Small Shops)	N/A	N/A	2,739	N/A	N/A	218
12A	Resort Lifestyle Community	N/A	N/A	369	N/A	N/A	26
12B	Assisted Living	142	141	283	16	20	36
Remaining Allowable Trips		2,086			156		

Conclusion

Based on the results of this trip generation comparison, the construction of the proposed Fitchburg Senior Living development is not expected to generate more traffic than the previously approved volumes, prior to Amendment 15 of the CDP.

The Fitchburg Senior Living Development is expected to be in compliance with the approved CDP prior to Amendment 15, as well as Amendment 15 of the CDP. The potential traffic impacts associated with the Fitchburg Senior Living development are expected to have been addressed by the previously approved CDP.



Attachment 1 – 2019 Approved Orchard Pointe CDP Amendment 15

Request Details

Print Date: Wed 02/27/2019

Category: CDP Amendment

Location: Orchard Pointe

Request ID: CDP(A)-2267-19

Metes and Bounds:

Decision Date: 2/19/2019

Section:

House Number:

Project Name: Lot 12 Orchard Pointe Senior Housing

Street:

Comments:

Lot: 12

Zoning Conditions

1 No other approval or permit is waived or deemed satisfied except for the approval provided herein.



City of Fitchburg
Planning/Zoning Department
5520 Lacy Road
Fitchburg, WI 53711
(608-270-4200)

LAND DIVISION APPLICATION

The undersigned owner, or owner's authorized agent, of property herein described hereby submits ten (10) copies of the attached maps, one (1) copy no larger than 11" x 17", and one (1) pdf document of the complete submittal (planning@fitchburgwi.gov) for approval under the rules and requirements of the Fitchburg Land Division Ordinance.

1. **Type of Action Requested:**
- ☐ Certified Survey Map Approval
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2. **Proposed Land Use** (Check all that Apply):

- ☐ Single Family Residential
- ☐ Two-Family Residential
- ☒ Multi-Family Residential
- ☒ Commercial/Industrial

3. **No. of Parcels Proposed:** 2

4. **No. Of Buildable Lots Proposed:** 2

5. **Zoning District:** B-H (Highway Business)

6. **Current Owner of Property:** Orchard Pointe Development Company Inc.

Address: 3003 Kapec Road, Madison, WI 53744

Phone No: 608-275-7633

7. **Contact Person:** Robert M. Shea

Email: robertmshea@wingraredimix.com

Address: 3003 Kapec Road, Madison, WI 53744

Phone No: 608-275-7633

8. **Submission of legal description** in electronic format (MS Word or plain text) by email to: planning@fitchburgwi.gov

Pursuant to Section 24-2 (4) of the Fitchburg Land Division Ordinance, all Land Divisions shall be consistent with the currently adopted City of Fitchburg Comprehensive Plan.

Respectfully Submitted By: Robert M. Shea

Owner's or Authorized Agent's Signature

Robert M. Shea, President

Print Owner's or Authorized Agent's Name

PLEASE NOTE - Applicants shall be responsible for legal or outside consultant costs incurred by the City. Submissions shall be made at least four (4) weeks prior to desired plan commission meeting.

For City Use Only: **Date Received:** _____

Ordinance Section No. _____ **Fee Paid:** _____

Permit Request No. _____

Orchard Pointe Comprehensive Development Plan

Amendment Fifteen

Lot 12 Land Use

INTRODUCTION

The Orchard Pointe Comprehensive Development Plan ("CDP") was adopted by the City of Fitchburg ("City") in April 2006 after extensive public review and discussion. The CDP established the framework for the commercial development of approximately 120 acres in the area located in the southwest quadrant of the McKee Road and Verona Road intersection.

The CDP addressed various development issues and established parameters for land use, zoning, public improvement, architectural character, traffic circulation, stormwater management and open space preservation.

During the course of discussion on the CDP, the City and the property owners recognized that the scope of development in this area would need to be dynamic and responsive to market changes, consumer expectations and regulatory goals. The CDP further highlighted that uses within the CDP Planning Area were intended to complement each other, rather than compete with one another. To meet its intended purpose as the framework for managing the development within Orchard Pointe, it was agreed that reasonable amendments to the CDP would be necessary.

This proposal is the fourteenth amendment of the CDP and focuses on Lot 12 of the Orchard Pointe Plat ("Lot 12").

ORCHARD POINTE CHRONOLOGY

2002 through 2006	General Planning
April 2006	Orchard Pointe Comprehensive Development Plan approved.
July 2006	Rezoning of Orchard Pointe approved (Ord # 2006-O-17 and Ord # 2006 O-18).
September	Super Target Store site plan and land division approved
January 2007	CDP Amendment One — relating to lands east of Fitchrona Road, the re-alignment of Hardrock Road (Orchard Point II Preliminary Plat), and the Rezoning of McKee Road frontage east from Fitchrona Road (Ord # 2007-O-05).

January 2008	CDP Amendment Two— Relating to uses and open space for Phase One of the Shoppes at Orchard Pointe.
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June 2017	CDP Amendment Thirteen — Relating to revising the use and gross floor area permitted on Lot 8 to allow for the development of a Freshii restaurant and buildout of additional retail space.
November 2018	CDP Amendment Fourteen — Relating to revising the uses permitted on Lot 10 to allow for the development of a residential apartment complex.

BACKGROUND

While the initial CDP planned for the potential development of Lot 12 for commercial uses, the inclusion of residential uses into the Orchard Pointe project has always been a requirement for qualification of the TID district as a mixed use project. Accordingly, Lot 10 of Orchard Pointe (located at the intersection of Fitchrona Road and Limestone Lane, directly across from Lot 12)

and Lot 14 of Orchard Pointe (located south of Lot 12 along Fitchrona Road) were designated as mixed use sites to accommodate commercial and residential uses.

Related to the residential component the Orchard Pointe development established two recreational sites totaling 2.65 acres – one site adjoins an existing 7.6 acre City of Madison Neighborhood Park (located directly south of Lot 12 and accessible via the Fitchrona Road bike path connector to Bradbury Road in Madison) and the other is a passive park site preserving a portion of the former quarry face along the south boundary of Lot 10 (also accessible from Fitchrona Road). Both such sites would be easily accessible for any persons residing on Lot 12.

To date, there has been no private investor interest in the development of a commercial project on Lot 12 despite the property owner's continued efforts to attract such interest.

At the request of Orchard Pointe Development Company Inc., on October 16, 2018, the Plan Commission recommended by a unanimous vote an amendment to the Comprehensive Plan to permit the use of Lot 12 for high-density residential purposes. The recommended Comprehensive Plan amendment was adopted by Common Council via a unanimous vote on November 27, 2018 (Note: Since this amendment to the CDP is proposing a zoning change, the amendment of the Comprehensive Plan needed to be initiated as the first step in the process).

Since its inception, the Orchard Pointe development area has been able to remain relatively true to its original design/concept as a community commercial center while being responsive to dynamic business and market conditions. Elsewhere within the Orchard Pointe development area, land uses and businesses have changed and expanded consistent with existing zoning and the City has approved several changes to the original land use plan (and development standards) in order to support and expand business opportunities.

Two noteworthy amendments to the CDP were the 2013 amendment approving the development of Lot 14 of Orchard Pointe for high-density residential purposes so as to permit the development of an 82 unit apartment complex and the 2018 amendment approving the development of Lot 10 of Orchard Pointe for high-density residential purposes so as to permit the development of an 136 unit apartment complex.

DESCRIPTION

As part of its process for selecting the subject site, Cameron General Contractors ("Cameron") performed an in-depth proprietary market analysis of the area. This analysis revealed a significant need for senior independent housing options in the Fitchburg community.

Cameron proposes to change the CDP land use plan and zoning district designation for Lot 12 to permit the development of an independent living community for senior residents aged 55 years and older on Lot 12, as depicted on the site plan included in this application. Cameron's proposed community will contain 130 dwelling units in a single, three-story building consisting of approximately 180,000 square feet. The community will be operated by Resort Lifestyle Communities, an affiliate of Cameron, and will provide numerous amenities for residents on an "all-inclusive" basis, such as a community dining room, theater room, fitness center and other recreation facilities, library, chapel, beauty salon, 24-hour concierge service, valet parking service and group transportation service. The aforementioned community model will be referred to hereinafter as a "Resort Lifestyle Community".

Cameron's proposed development will be compatible with adjacent and nearby uses and will mesh well in terms of both operation and architecture with the existing uses within Orchard Pointe. The proposed development will be an attractive addition to the Orchard Pointe development.

ZONING

Cameron's proposed development will require a re-zoning of Lot 12 from B-H (Highway Business) to Planned Development District with an approved use of High Density Residential on the site.

PUBLIC SERVICES

Cameron does not anticipate that the proposed development will place excessive strains on any public services. The proposed development would not burden local schools, as school-age children do not reside in Resort Lifestyle Communities. Cameron also does not foresee a significant increase in the use of emergency services as its market analysis and past experiences indicate that the majority of residents in the proposed development would relocate from addresses within eight miles of Lot 12; accordingly, these residents' emergency service usage

would already be generated from their existing residences in Fitchburg. Furthermore, Resort Lifestyle Communities include numerous senior-friendly design features (e.g., shower seats, lower shelving height, prevalent grab bars) intended to minimize the occurrence of medical incidents and the presence of live-in managers at all Resort Lifestyle Communities has the effect of reducing unnecessary emergency-service calls.

TRAFFIC IMPACT

The original CDP (See Amendment 13) contemplated an 80,000 square-foot Home Improvement Store and 8,000 square feet of Specialty Retail on Lot 12. The projected trip generation for the original CDP was prepared based on the criteria set forth in the ITE Trip Generation Manual. The trip summary for these land uses is depicted in **Table 1**.

	Land Use Type	ITE Code	Size	Units	Trip Generation			
					Daily Rate	Daily Trips	PM Rate	PM Trips
OP-12 Under Previously Approved CDP (Amendment 13)	Home Improvement Store	862	80,000	SF	29.80	2,384	2.45	196
	Specialty Retail Center (small shops)	814	8,000	SF	44.32	355	2.71	22
	TOTAL				--	2,739	--	218

Table 1. Projected Trip Generation for the Original Lot 12 CDP Land Uses

The proposed traffic impact change to the CDP consists of replacing the Home Improvement Store (LU 862) with a Resort Lifestyle Community containing 130 dwelling units. ITE Land Use 252, Senior Adult Housing – Attached, was utilized to determine the projected trips for the proposed Resort Lifestyle Community. The projected trip generation for the new proposed CDP land use, based on ITE data for Senior Adult Housing – Attached, is depicted in **Table 2** and shows a significant reduction in daily trip generation when compared with the current projected trip generation depicted in **Table 1**, as detailed below.

	Land Use Type	ITE Code	Size	Units	Trip Generation			
					Daily Rate	Daily Trips	PM Rate	PM Trips
Proposed OP-12 Resort Lifestyle Communities (Rates from ITE Trip Generation, 10th Edition)	Senior Adult Housing - Attached	252	130	D.U.	3.70	481	0.26	34
	Specialty Retail Center (small shops)	814	8,000	SF	44.32	355	2.71	22
	TOTAL				--	836	--	56

Table 2. Projected Trip Generation for the Proposed Lot 12 CDP Land Uses

A Resort Lifestyle Community offers a broader range of in-house amenities than standard senior adult housing facilities, including full dining and concierge services. These amenities reduce the need to travel off-site, thereby reducing the external trip generation from the site. Therefore, a trip generation assessment was completed at two existing, fully occupied Resort Lifestyle Communities in order to determine average trip generation rates specifically for these

communities. The trip generation assessment is included as an attachment to this application. The projected trip generation for the proposed Resort Lifestyle Community on Lot 12 based upon the rate from the attached trip generation assessment is depicted in **Table 3** and shows a further reduction in daily trip generation when compared with the project trip generation depicted in **Table 1** and **Table 2**, as detailed below.

	Land Use Type	ITE Code	Size	Units	Trip Generation			
					Daily Rate	Daily Trips	PM Rate	PM Trips
Proposed OP-12 Resort Lifestyle Communities (Rates from Trip Generation Assessment)	Resort Lifestyle Community	**	130	D.U.	2.84	369	0.20	26
	Specialty Retail Center (small shops)	814	8,000	SF	44.32	355	2.71	22
	TOTAL				--	724	--	48

** Trip Generation developed based on actual data and analysis specifically for this land use (see attached assessment).

Table 3. Projected Trip Generation for the Proposed Lot 12 CDP Land Uses

In order to determine the traffic impact from the proposed change to the CDP, it is necessary to compare the projected trips from the original CDP with the trips the proposed use is projected to generate. That comparison is depicted in **Table 4**, using the rate from the trip generation assessment depicted in **Table 3**.

Orchard Pointe Lot 12- Trip Generation Comparison								
	Land Use Type	ITE Code	Size	Units	Trip Generation			
					Daily Rate	Daily Trips	PM Rate	PM Trips
OP-12 Under Previously Approved CDP (Amendment 13)	Home Improvement Store	862 ⁽¹⁾	80,000	SF	29.80	2,384	2.45	196
	Specialty Retail Center (small shops)	814 ⁽¹⁾	8,000	SF	44.32	355	2.71	22
	TOTAL				--	2,739	--	218
Proposed OP-12 Resort Lifestyle Communities (Rates from Trip Generation Assessment)	Resort Lifestyle Community	N/A ⁽²⁾	130	D.U.	2.84	369	0.20	26
	Specialty Retail Center (small shops)	814 ⁽¹⁾	8,000	SF	44.32	355	2.71	22
	TOTAL				--	724	--	48
NET DIFFERENCE						-2,015		-170

Table 4. Original CDP vs. Proposed CDP Trip Generation Comparison

The trip generation analysis indicates that the proposed change to the CDP for Lot 12 is projected to generate 2,015 fewer daily trips and 170 fewer PM peak hour trips than the original CDP land use plan for Lot 12. The projected traffic is not expected to produce any noticeable impact to traffic operations on the adjoining street network.

PARKING

The CDP as amended currently contemplates 386 parking stalls on Lot 12 – 360 for the Home Improvement Store and 26 for the Specialty Retail. The proposed change to the CDP involves replacing the Home Improvement Store with a Resort Lifestyle Community containing 130 dwelling units.

A parking demand and utilization assessment was performed to determine average parking utilization rates for two existing, fully occupied Resort Lifestyle Communities. The assessment is included as an attachment to this report and concluded that the average demand number of vehicles parked per unit at a fully occupied Resort Lifestyle Community is below 1.0 and should be estimated to be significantly lower, typically 0.63 to 0.74 occupied spaces per unit. The proposed development on Lot 12 includes 150 parking spaces, or 1.15 occupied spaces per unit, which is well in excess of the requirement to meet demand.

The proposed change to the CDP includes 176 total parking spaces on Lot 12 – 150 for the Resort Lifestyle Community and 26 for the Specialty Retail use. This is a reduction of 210 spaces but is more than sufficient to meet minimum parking demand for the proposed uses on Lot 12, as demonstrated in the attached parking demand and utilization assessment and set forth above.

LANDSCAPING

All exterior landscape improvements shall meet the City's minimum required landscape standards and the CDP requirements. The attached plan contemplates the following:

- Street Canopy Trees
 - +/- 6 – 2" Cal. (Min.) Street Trees @ +/- 80' O.C.
 - +/- 477 LF of road frontage
- Parking Lot Canopy Trees
 - +/- 17 – 2.5" Cal. (Min.) at collar at planting
 - Single parking rows - "peninsula" islands applicable if +/- 87 SF minimum
 - Double-sided parking rows – applicable if +/- 175 SF minimum
 - Internal islands – applicable if +/- 25 SF minimum (5'x5' diamond exclusive of curb)
- Parking Island Planting
 - +/- 6,500 SF not to include the Parking Lot Canopy Tree requirements
 - Vegetative ground cover, bark or stone ground cover, or decorative metal grate shall be placed within each parking island
- Perimeter Parking Screening
 - Applicable to the edge of parking lots that are adjacent to public ROWs
 - +/- 100 Deciduous and/or Evergreen Shrubs, 3' Ht. (Min.) with minimum 40-50% Opacity
 - Shrubs to be placed 2' off of sidewalks and walkways

- Foundation
 - Main Building
 - Applicable where the lowest 36" of an exposed building façade is visible from the R.O.W.
 - 3' minimum landscape bed around exterior of foundation
 - Planting beds will have a minimum total length (in aggregate) equal to 33% of the façade length
 - +/- 180 Evergreen shrubs
 - Garages
 - Applicable where the lowest 36" of an exposed building façade is visible from the R.O.W.
 - 3' minimum landscape bed around exterior of foundation
 - Planting beds will have a minimum total length (in aggregate) equal to 33% of the façade length
 - +/- 50 Trees & Shrubs
- Topsoil and Amendments
 - All imported topsoil shall be screened to remove sticks, roots, stones and other deleterious material.
 - All planting soils shall be a mix of topsoil, pine soil conditioner and Pro -Grow soil mix. All plants shall have *Horticultural Alliance; Die Hard Transplant* installed during installation.
- Seeding and sodding
 - All disturbed areas shall be sodded with native turf
 - All existing turf areas adjacent to proposed limits of work shall be overseeded with a native turf type seed at an application rate of 8lbs per 1,000 SF.

STORM WATER MANAGEMENT

1. Peak discharge and water quality

In accordance with the Orchard Pointe Stormwater Management Plan for Parcels 100, 300, 2000 and Fitchrona Road, prepared by Montgomery Associates, dated October 2006 (the "Stormwater Management Plan"), the existing regional pond located southeast of Fitchrona Road, provides peak discharge and water quality treatment for Parcel 300 (which is the majority of Lot 12

today, the area east of the western 50' wide private open space easement). For the subject parcel (Parcel 300), the site was modeled as 74% impervious. As long as the proposed site has an impervious ratio not in excess of 0.74, it does not need any additional treatment for peak discharge or water quality. Parcel 300's impervious ratio based on the development of Lot 12 as set forth in the attached plans, excluding the western 50' wide private open space easement, would be approximately 0.40. Therefore the storm runoff from Lot 12 can be discharged directly into the Fitchrona Road storm system and ultimately into the existing regional pond located southeast of Fitchrona Road.

2. Infiltration

According to the Stormwater Management Plan, Parcel 300 will still need to provide an infiltration system for the proposed roof runoff, without pretreatment, and the proposed surface infiltration system would need to have an area of 0.13 acres. Currently the site plan proposes a 0.13 acre infiltration area just southwest of the main entrance. The overflow from the infiltration facility is anticipated to flow directly into the Fitchrona Road drainage system and ultimately into the regional pond.

ELEVATIONS/BUILDING MATERIALS

The Resort Lifestyle Community building design consists of two wings comprised of resident living suites situated around a community area at the center of the building. A portion of the living suites offer covered porches. Each Resort Lifestyle Community layout is customized to fit the site's topography and the building exterior is designed to match the surrounding neighborhoods with respect to both building materials and color.

The exterior elevations have a nice mix of brick, cast stone, and cement siding with decorative horizontal and vertical banding that tie together the composition. The architectural design incorporates many Craftsman design characteristics such as wide contrasting trim, decorative outriggers on the gabled roof ends and decorative columns at the covered porches with a strong masonry base that varies in height. All elements of Resort Lifestyle Community buildings are constructed using high quality materials so as to minimize maintenance and replacement costs.

LIGHTING

High efficiency LED lighting will be provided throughout the proposed Resort Lifestyle Community development on Lot 12. All light fixtures shall be chosen based on the overall building design and needs for the site, and any exterior light fixtures will be full cutoff and will meet Dark Sky Requirements. The maximum fixture height for pole-mounted parking lot light fixtures shall be 30 feet above grade. The monument sign for the development will be externally illuminated using shielded, ground mounted LED flood lights. The maintained light level at any property lines will not exceed 0.5 footcandles. All light levels and uniformity ratios at the site will meet, or exceed, the requirements established in the City's zoning ordinance.

TABLE 1 Reformatted

Orchard Pointe Development Parameters

Proposed Amendment THIRTEEN (traffic cap per approved amendment 9)

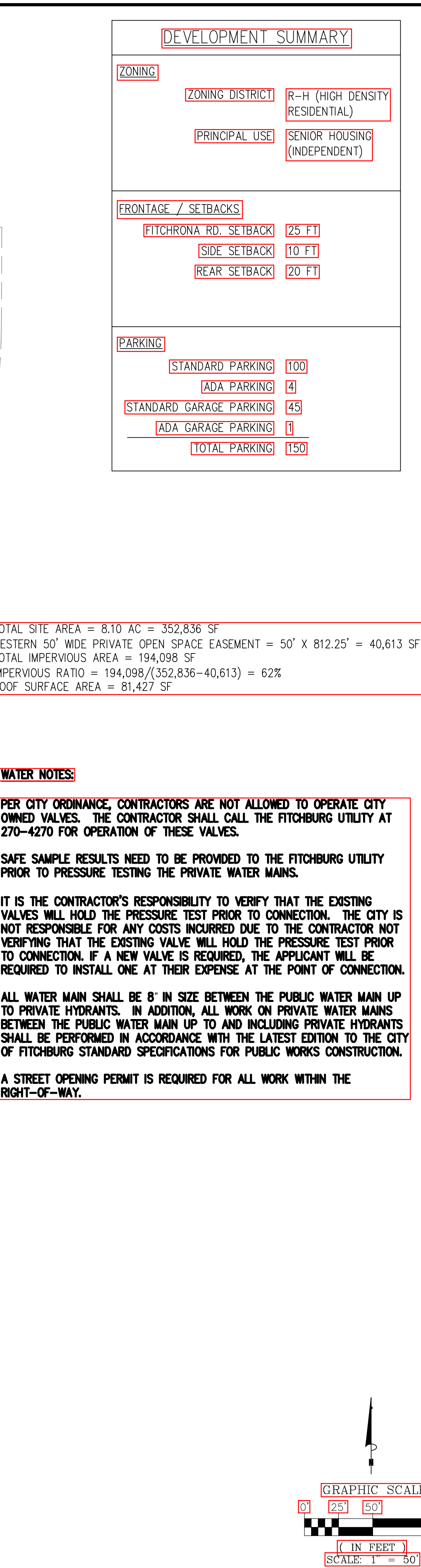
The proposed amendments are highlighted

Prelim Plat Lot	Building Site	Area (acres)	Zoning	ITE Code (Note 1)	Use	FAR Range	Req'd Open-space On-site	Projected Gross Floor Area (GFA)	Drive Em. Lane	Parking		Projected Traffic (1), (6)					Cap PM Peak Trp Projection (Note 2)	Net Difference versus Cap	
										Rate/1000 GFA	Projected Parking Spaces	Projection Unit	Avg Daily Traffic Rate per 1000 GFA, Lanes or Units	Average Weekday Traffic (ADT)	PM Peak Rate/1000 GFA, Lanes or Units	PM Peak Trips (raw trips)			
20.32 Commercial										0.25 - 0.28	20%	211,340		976		11,621	965	1042	(77)
Calculated FAR based on site plans										0.24									
CSM 11969-1	UWCU	1.50	B-G		912 Credit Union w/ 4 drive-thru lanes			5,500	4	4.5	25	Lanes	411.17	1,645	51.08	204			
OP-1	Retail Center	1.51	B-G		814 Specialty Retail			13,290			61	1000 GFA	44.32	589	2.71	36			
OP-2	Retail Center	2.11	B-G/CUP		814 Specialty Retail Center (small shops & restaurant uses)			18,000			105	1000 GFA	44.32	798	2.71	49			
CSM 11969-3	Target Store	15.20	B-H/CUP		813 Large Scale Discount Store w/ Grocery			174,550		4.5	786	1000 GFA	49.21	8,590	3.87	676			
10.53 Commercial										0.15 - 0.25	35%	117,925		544		10,976	1,047	594	453
Calculated FAR based on site plans										0.26									
Neitzel OP-3		1.66	B-G		814 Specialty Retail Center (small shops)			17,000		3.3	56	1000 GFA	44.32	753	2.71	46			
OP-4		0.75	B-G		710 Second Floor Office/Future			12,500		3.3	41								
					934 Fast Food with Drive Thru			3,900	1	15.0	45	1000 GFA	496.12	1,488	34.64	104			
Peterson OP-5	Hy-Vee	8.12	B-H		Supermarket			85,425		4.7	401	1000 GFA	102.24	8,734	10.50	897			
Wingra OP-12										0.25 - 0.28	20%	88,000		386		2,739	218	228	(10)
	TBD	11.65	B-H		852 Home Improvement Store			80,000		4.5	360	1000 GFA	29.80	2,384	2.45	196			
					814 Specialty Retail Center (small shops)			6,000		3.3	26	1000 GFA	44.32	355	2.71	22			
Wingra OP-10										0.25 - 0.30	20%	27,400		151		1,093	96	227	(131)
	TBD	3.78	B-G		Mixed Use Commercial-Office-Residential			6,200		3.3	20	1000 GFA	44.32	276	2.71	17			
			B-G		814 Specialty Retail Center (small shops)			16,000		3.3	53	1000 GFA	11.01	176	1.49	34			
			B-G		931 Quality Restaurant			5,200		15.0	78	1000 GFA	89.95	468	7.49	39			
			B-G		220 26 Upper Story Dwelling Units			26		==		Units	6.72	176	0.82	16			
Wingra OP-13										0.05 - 0.06	20%	3,800		13		2,804	199	385	(186)
	TBD	2.13	B-H		851 Convenience Market (No Fuel)			3,800		3.3	13	1000 GFA	737.99	2,804	52.41	199			
Wingra OP-11										0.25 - 0.45	20%	30,600		60		445	38	75	(37)
	TBD	3.74	B-H		Mixed Use Commercial-Warehousing			6,800		3.3	20	1000 GFA	44.32	266	2.71	16			
			B-H		814 Specialty Retail Center (small shops)			10,000		3.3	33	1000 GFA	11.01	110	1.49	15			
			B-H		150 Warehousing			14,000		0.5	7	1000 GFA	4.96	89	0.47	7			
Neitzel										0.25 - 0.28	35%	138,625		708		8,811	730	742	(12)
Calculated FAR based on site plans										0.24									
OP-7	Retail BW3	2.80	B-G		934 Coffee Shop w/ drive-thru			1,750		10.0	18	1000 GFA	496.12	825	32.65	51			
			B-G		932 High-Turn Restaurant			6,500		15.0	96	1000 GFA	127.15	785	9.85	61			
			B-G		814 Specialty Retail Center (small shops)			7,425		3.3	25	1000 GFA	44.32	313	2.71	19			
			B-G		932 High-Turn Restaurant/Specialty Retail			4,500		15.0	68	1000 GFA	127.15	544	9.85	42			
			B-G		814 Specialty Retail Center (small shops)			7,200		3.3	24	1000 GFA	44.32	303	2.71	19			
OP-8		8.32	B-H		876 Med Format Retail Store (appears store)/projected area available)			25,000		4.0	100	1000 GFA	66.40	1,577	3.83	91			
	Freshie Restaurant		B-H/CUP		934 Fast Food with Drive Thru			1,500	1	15.0	23	1000 GFA	496.12	707	34.64	49			
	Pet Supplies Plus Golds Gym		B-H/CUP		876 Med Format Retail Store (appears store)			8,750		4.0	35	1000 GFA	66.40	552	3.83	32			
			B-H		492 Health/Fitness Club - 2 story			45,000		4.0	180	1000 GFA	32.93	1,408	4.06	174			
OP-6		2.40	B-H/CUP		854 Discount Grocery			17,000		5.5	94	1000 GFA	90.86	1,467	8.34	135			
			B-H/CUP		814 Tire Store with 10 service bays			14,000	10	3.3	46	1000 GFA	24.87	331	4.15	65			
Sara Investment Nesbitt Hts 8,9										0.25 - 0.28	35%	51,000		84		431	53	45	8
		5.2	B-H		814 Specialty Retail Center (small shops)			6,900		3.3	20	1000 GFA	44.32	256	2.71	16			
			B-H		710 General Office			15,000		3.3	50	1000 GFA	11.01	165	1.49	22			
			B-H		150 Warehousing			30,000		0.5	15	1000 GFA	0.47	14					
Nesbitt Place CSM 10317-1										0.20 - 0.25	35%	40,000		191		2,620	143	41	102
		5.30	B-H		814 Specialty Retail Center (small shops)			30,000		3.3	99	1000 GFA	44.32	1,330	2.71	81			
			B-H		710 General Office			5,000		3.3	17	1000 GFA	11.01	55	1.49	7			
			B-H		932 High-Turn Restaurant Expansion Area			5,000		15.0	75	1000 GFA	127.15	636	10.82	55			
Peterson OP-14										0.20 - 0.50	35%	82		158		551	51	N/A	51
		4.11	B-G		220 Apartments			82			158	units	6.72	551	0.62	51			
Wingra OP-9										0.50 - 1.00	20%	65,000		100		466	38	N/A	38
	Staybridge	2.58	B-G		311 Lodging			65,000		1	100	rooms	4.90	466	0.40	38			
												Rooms							
Open Space Parcels																			
		7.73			Environmental Corridor														
Wingra	OP OL 3	3.20			Private Open Space														
Wingra	OP OL 4	4.28			Private Open Space														
Neitzel	OP OL 7	0.25			Private Open Space														
Environmental Corridor																			
	OP OL 1	2.82			Public Park/Land														
	OP OL 2	1.17			Public Park/Land														
	OP OL 6	6.13			Public Park/Land														
Environmental Corridor																			
	OP OL 5	3.82			Stormwater Management														
Public Street Rights of Way																			
		12.19			Total														
		6.28			McKee Road														
		8.64			Fitchrona Road														
		0.48			Nesbitt Road														
		1.13			Limestone Lane														
		1.66			Hardrock Road														
Summary CDP Amendment 2																			
Acres								Total Projected Gross Floor Area				Total Projected Average Daily Traffic (Raw Trips)		Total Projected PM Peak Trips (Raw Trips)		2006 Strand Projection		Net Difference	
Commercial Area		97.54						773,172 SF				41,859		3,577		3,379		198	
Street Rights of Way		12.19																	
Total		109.73																	

See Table 4 for further clarification

Developed/Planned Use Mix			
		Sites GFA	
Large Format Retail	1	174,550	#REF!
Med. Format Retail	3	113,150	#REF!
Specialty Retail & Small Restaurant	16	#REF!	#REF!
Stand-alone Restaurant	3	23,490	#REF!
Discount Super Market	2	102,425	#REF!
Health club	1	45,000	#REF!
General Office	8	58,500	#REF!
Banks/Credit Union	1	5,500	#REF!
Warehousing	1	44,000	#REF!
Dwelling Units	40		
Gross Floor Area			#REF!

Use Mix	#	GFA
Large Format Retail	1	174,550
Med. Format Retail	3	119,000
Specialty Retail & Small Restaurant	16	190,457
Stand-alone Restaurant	3	23,450
Discount Supermarket	2	102,425
Health Club	1	45,000
General Office	6	59,500
Banks/Credit Union	1	5,500
Warehousing	1	44,000
Dwelling Units	40	
		Gross Floor Area 752,922



TOTAL SITE AREA = 8.10 AC = 352,836 SF
WESTERN 50' WIDE PRIVATE OPEN SPACE EASEMENT = 50' X 812.25' = 40,613 SF
TOTAL IMPERVIOUS AREA = 194,098 SF
IMPERVIOUS RATIO = $194,098 / (352,836 - 40,613) = 62\%$
ROOF SURFACE AREA = 81,427 SF

1. PER CITY ORDINANCE, CONTRACTORS ARE NOT ALLOWED TO OPERATE CITY OWNED VALVES. THE CONTRACTOR SHALL CALL THE FITCHBURG UTILITY AT 270-4270 FOR OPERATION OF THESE VALVES.
2. SAFE SAMPLE RESULTS NEED TO BE PROVIDED TO THE FITCHBURG UTILITY PRIOR TO PRESSURE TESTING THE PRIVATE WATER MAINS.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THE EXISTING VALVES WILL HOLD THE PRESSURE TEST PRIOR TO CONNECTION. THE CITY IS NOT RESPONSIBLE FOR ANY COSTS INCURRED DUE TO THE CONTRACTOR NOT VERIFYING THAT THE EXISTING VALVE WILL HOLD THE PRESSURE TEST PRIOR TO CONNECTION. IF A NEW VALVE IS REQUIRED, THE APPLICANT WILL BE REQUIRED TO INSTALL ONE AT THEIR EXPENSE AT THE POINT OF CONNECTION.
4. ALL WATER MAIN SHALL BE 8" IN SIZE BETWEEN THE PUBLIC WATER MAIN UP TO PRIVATE HYDRANTS. IN ADDITION, ALL WORK ON PRIVATE WATER MAINS BETWEEN THE PUBLIC WATER MAIN UP TO AND INCLUDING PRIVATE HYDRANTS SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION TO THE CITY OF FITCHBURG STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
5. A STREET OPENING PERMIT IS REQUIRED FOR ALL WORK WITHIN THE RIGHT-OF-WAY.

[illegible]

AREA AFFECTED BY
AMENDMENT 14

CITY OF MADISON

MADISON CITY LIMITS

FITCHRONA ROAD

NESBITT ROAD

TOWN OF VERONA

VERONA ROAD / US 151

LEGEND



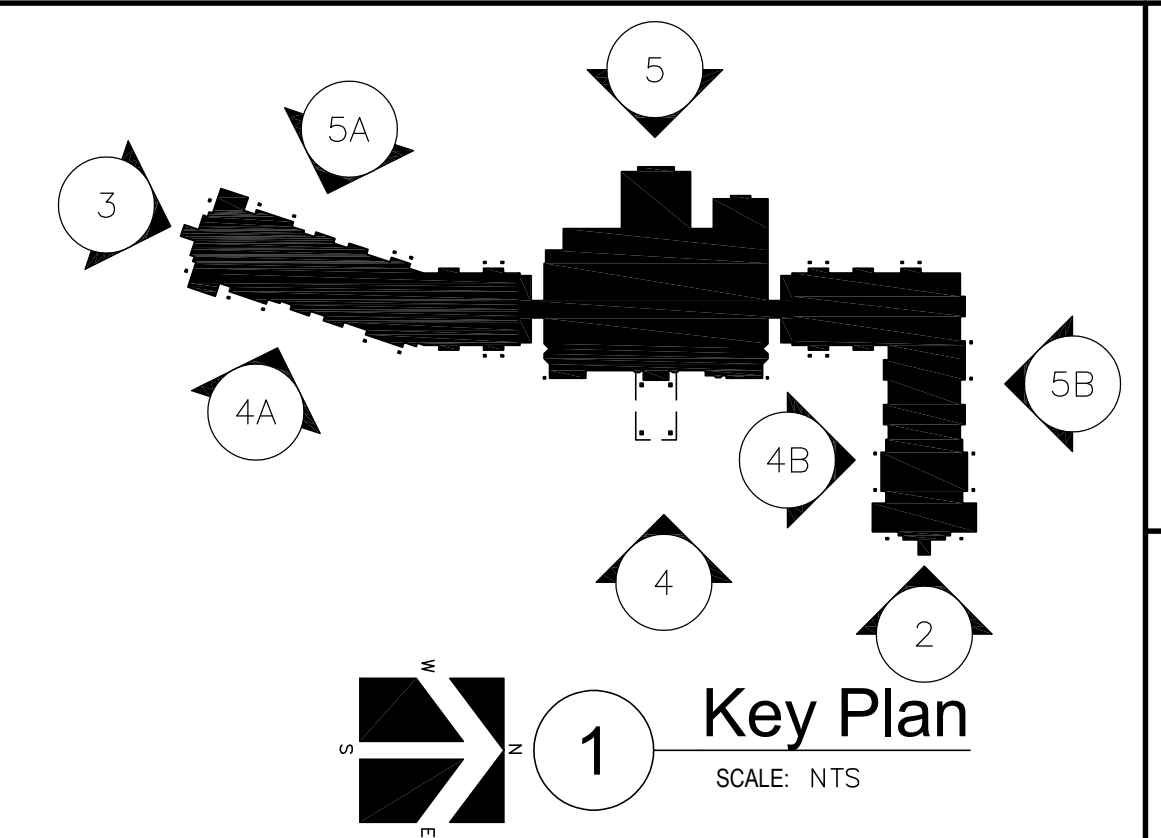
COMMERCIAL



PARKS AND OPEN SPACE



STORM WATER MANAGEMENT



2 B Wing End Elevation

SCALE: 1" = 25'-0"

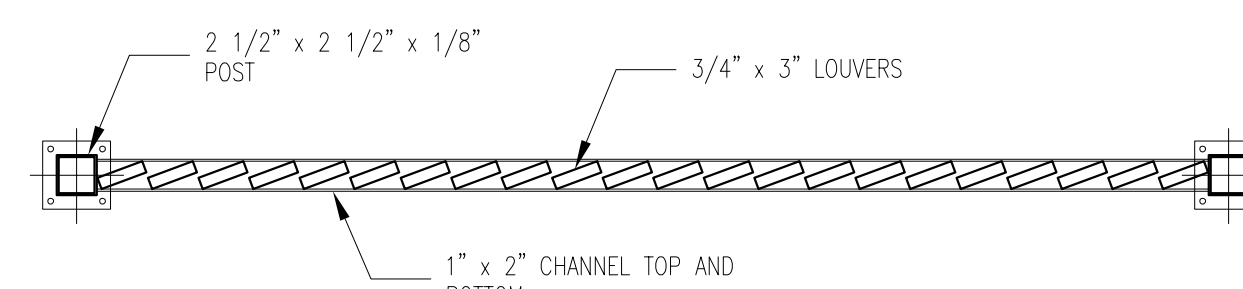


4B B Wing Left Side Elevation
SCALE: 1" = 25'-0"

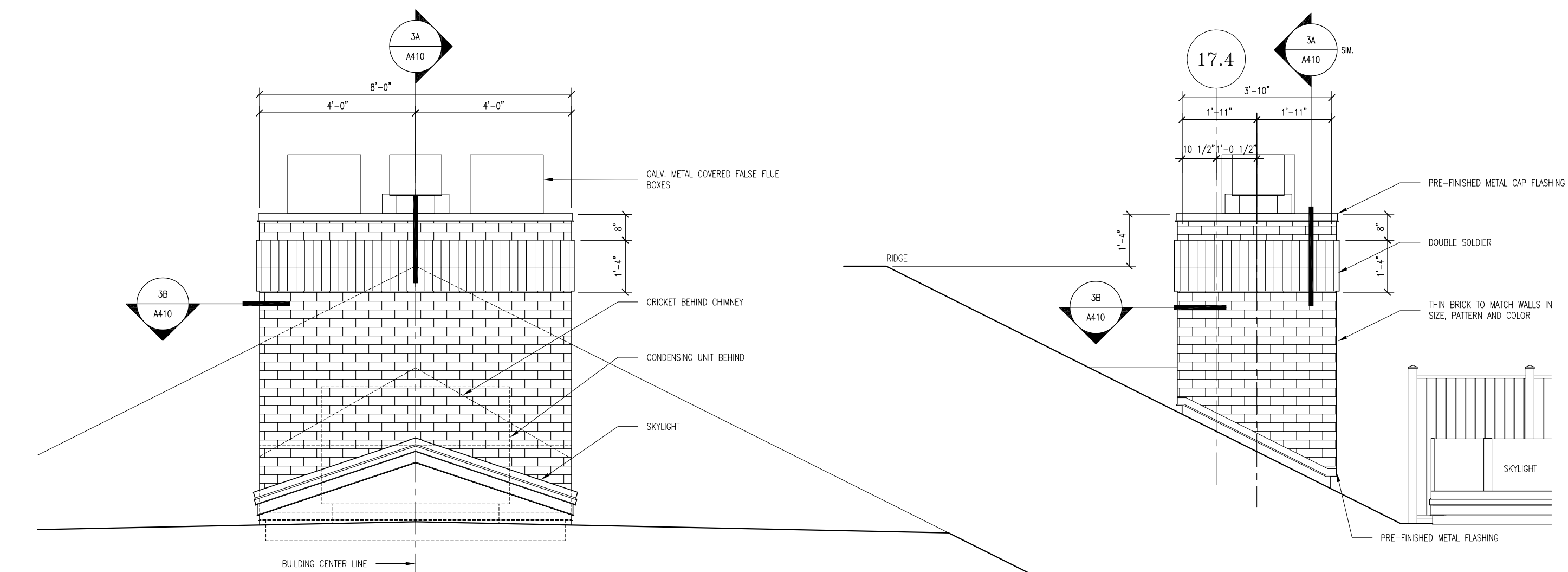


5 Rear Elevation
SCALE: 1" = 25'-0"

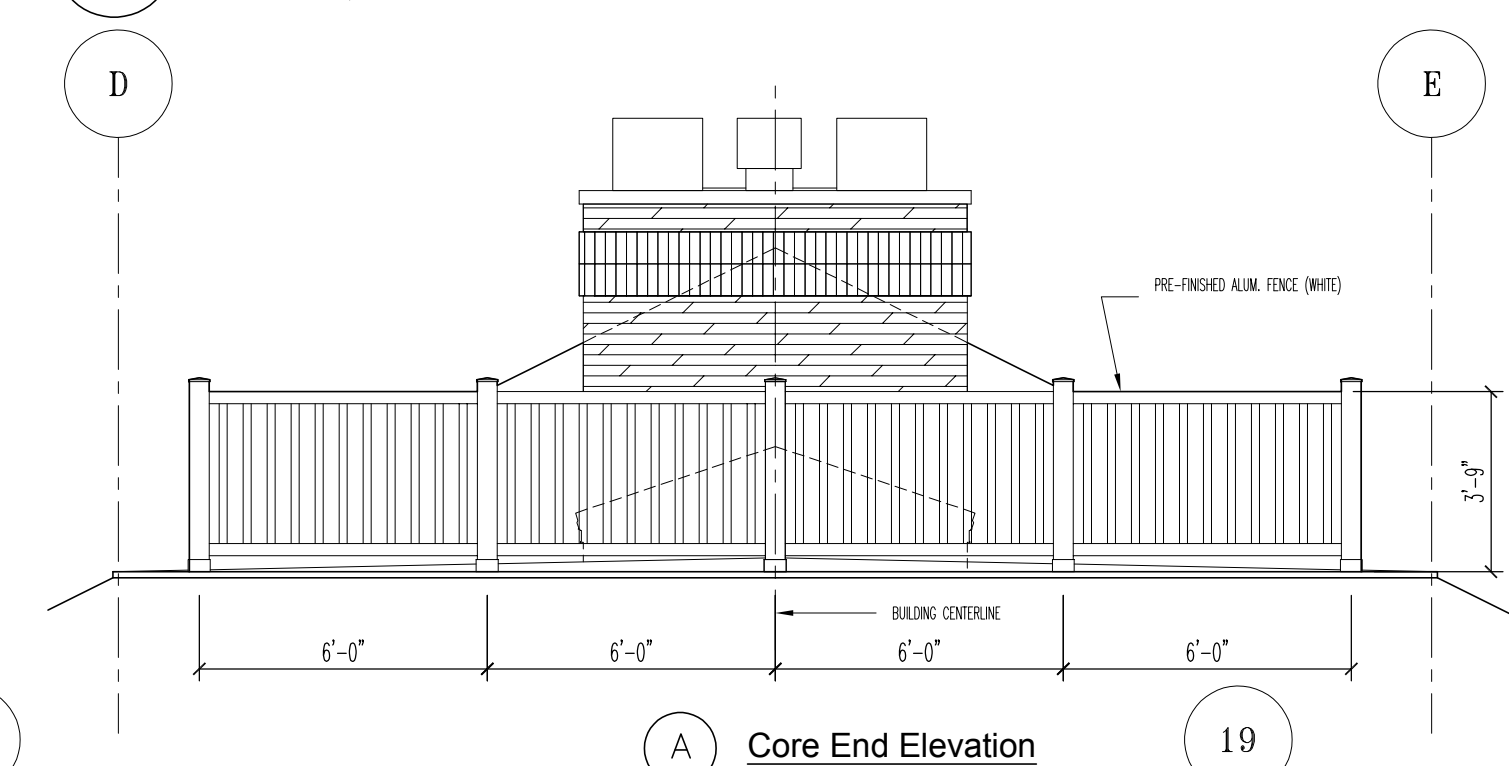
(SEE SHEETS A202A, A202B, A202C AND 203C FOR ENLARGED VIEWS)



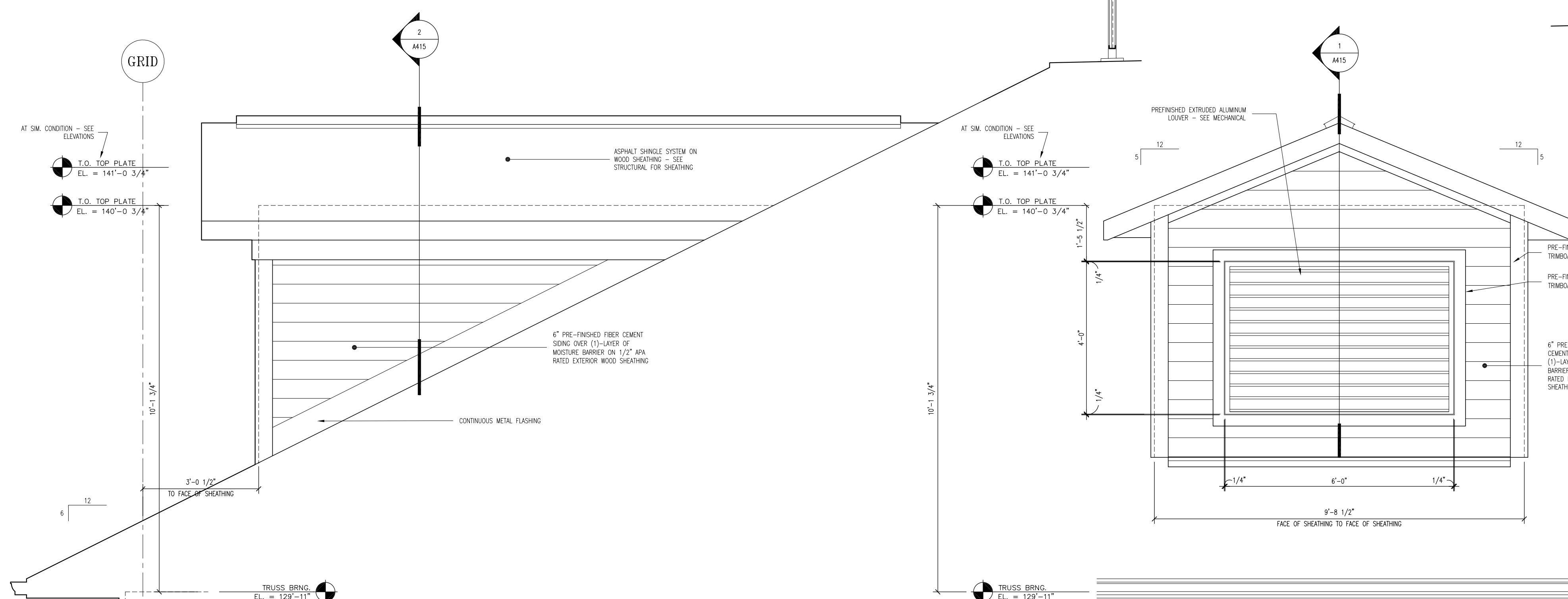
9 Detail
SCALE: 1" = 1'-0"



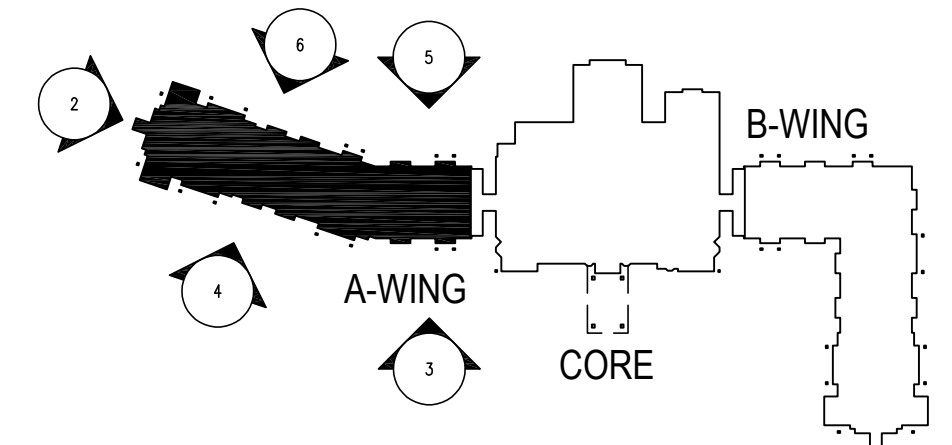
6 Chimney Elevations



B Front/Rear Elevation



A Front Elevation



Key Plan

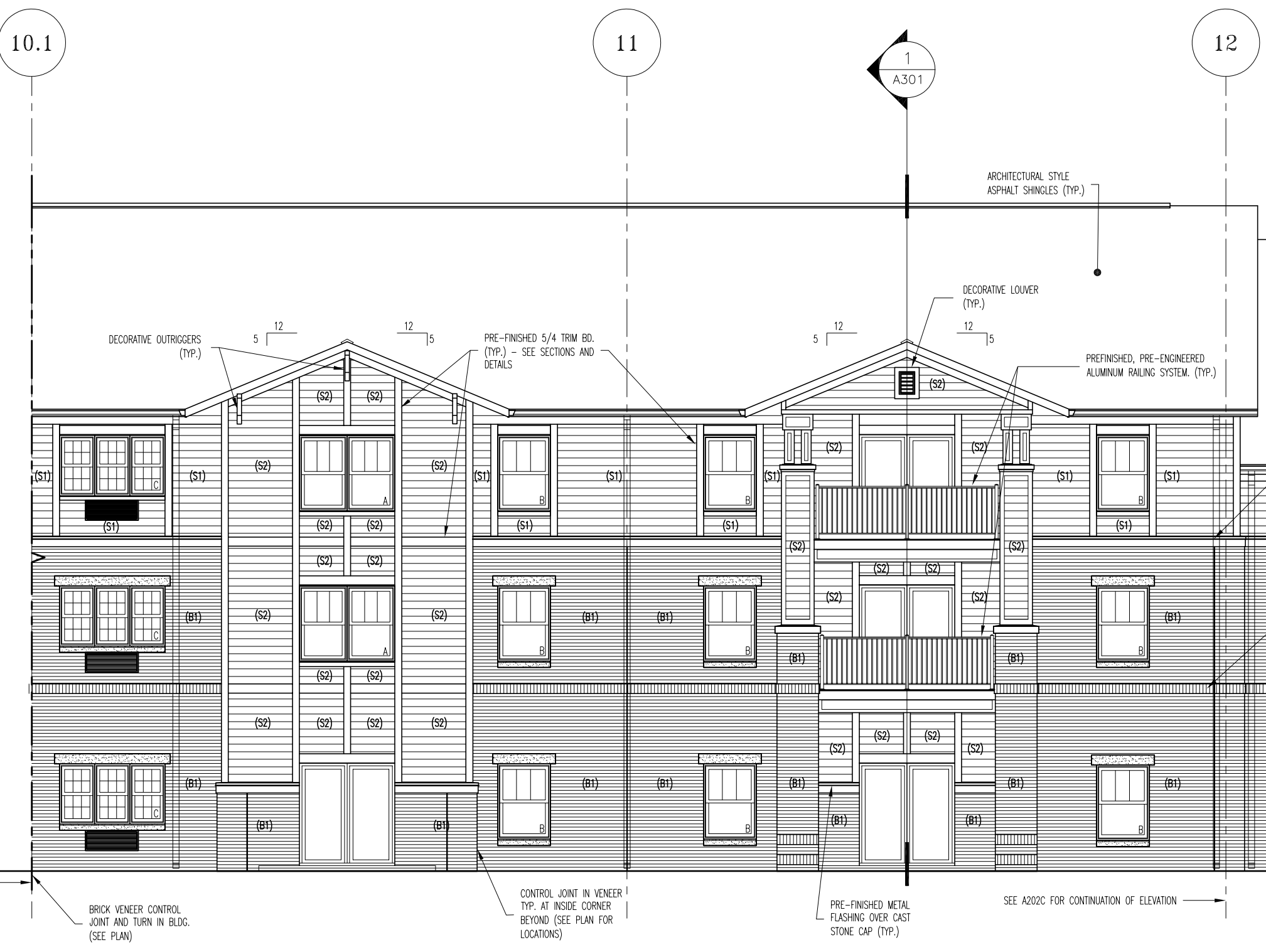
SCALE: NTS

LEGEND

- MASONRY:**
(B1) - INDICATES BRICK VENEER - ACME BRICK, ROCKWELL
(B2) - INDICATES BRICK VENEER - OLDCASTLE, WATERFORD
PEWTER
CAST STONE/PRECAST CONC: NOSTALGIC STONE, LIGHT BUFF
- SIDING:**
(S1) - INDICATES PRE-FINISHED FIBER CEMENT SIDING - HARDEPLANK
- AGED PEWTER
(S2) - INDICATES PRE-FINISHED FIBER CEMENT SIDING - HARDEPLANK
- PEARL GRAY
HORIZ & VERT ACCENT BANDING: ARCTIC WHITE
CORNER TRIM: ARCTIC WHITE
- SOFFIT/FASCIA:**
FASCIA: HARDIE TRIM, ARCTIC WHITE
SOFFIT-ALUM: PREFINISHED WHITE TO MATCH ARCTIC WHITE
- ROOF:**
SHINGLES: OWENS CORNING, ESTATE GRAY
GUTTERS: ALUMINUM, WHITE
DOWNSPOUTS: ALUMINUM, WHITE
- DOORS & WINDOWS:**
WINDOW-VINYL: WHITE
PATIO DOOR-VINYL: WHITE
DOORS-ALUM: WHITE
GARAGE DOORS: WHITE
- MISC:**
LOUVER-TWO: WHITE TO MATCH SIDING
LOUVER-PATCO: TBD TO MATCH SIDING AND BRICK
LOUVER-DORMER: WHITE TO MATCH SIDING
COLUMNA: TOP SECTION-ALUM CLAD: ARCTIC WHITE
PORCH BEAM-ALUM CLAD: ARCTIC WHITE
PORCH RAILING: WHITE

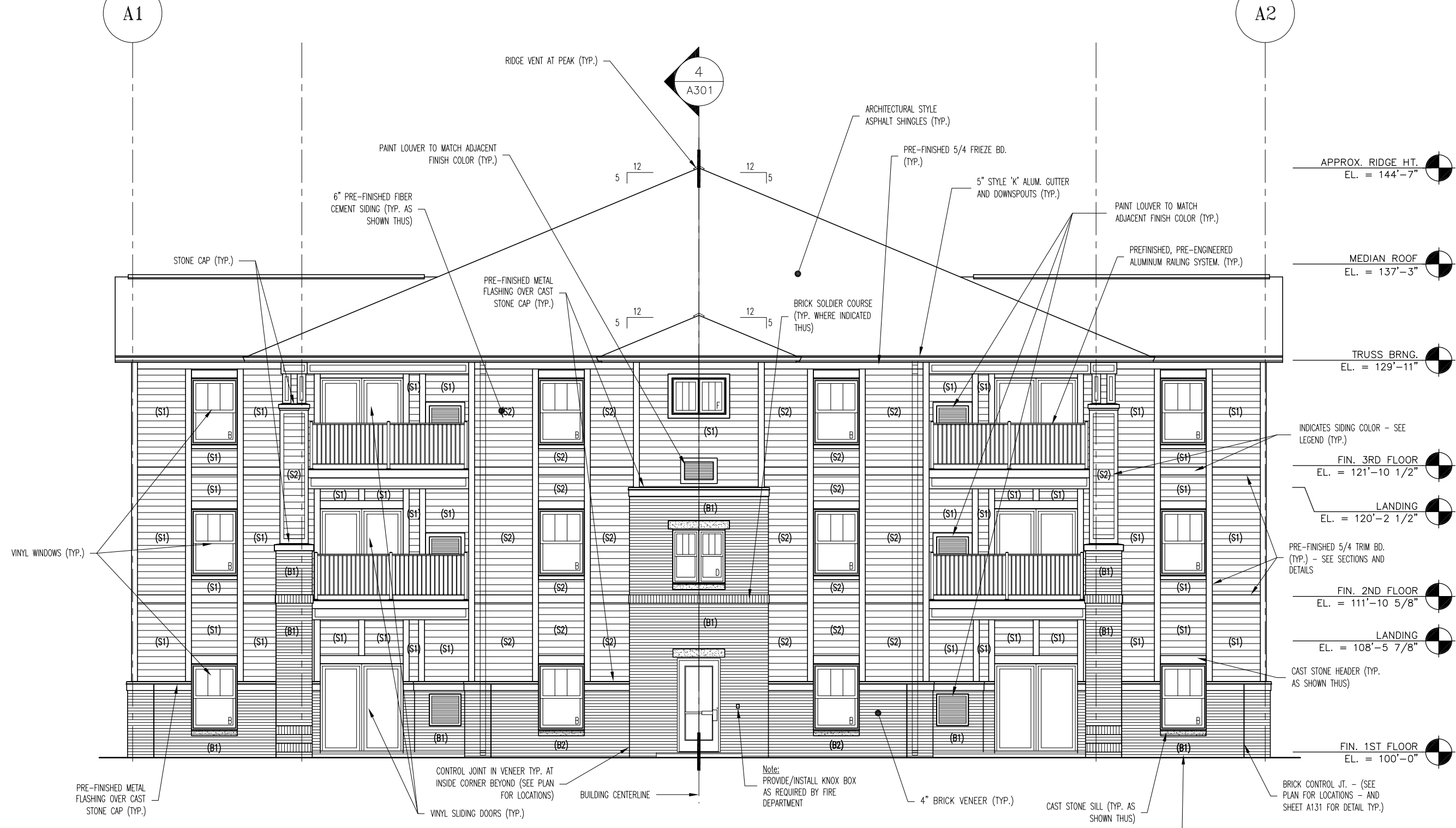
NOTE:
ALL ROOF EDES AND ROOF VALLEYS SHALL HAVE MINIMUM 3" ROOF DRAINAGE AND
WATER SHIELD MEMBRANE.

NOTE:
BRICK WORK SHALL COORDINATE EXTENT AND LOCATION OF NECESSARY/DESIGN
CONTROL JOINTS WITH THE ARCHITECT BEFORE BEGAINING WORK. COORDINATE
WITH PLAN SHEETS FOR THE FULL EXTENT OF MASONRY CONTROL JOINTS, MOST
OF WHICH ARE NOT SHOWN ON THIS DRAWING.

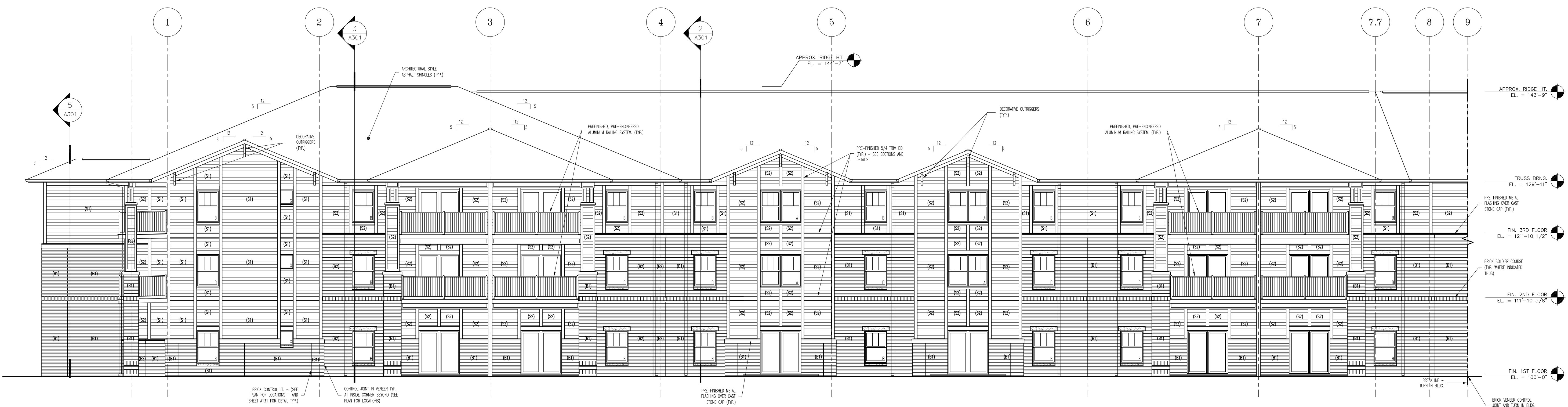


3 A Wing Front Elevation
SCALE: 1/8" = 1'-0"

NOTE:
SEE ELEVATION 2/A202 FOR TYP. NOTES AT EXTERIOR ELEVATIONS



2 A Wing End Elevation
SCALE: 1/8" = 1'-0"



4 A Wing Front Elevation
SCALE: 1/8" = 1'-0"

NOTE:
SEE ELEVATION 2/A202 FOR TYP. NOTES AT EXTERIOR ELEVATIONS



6 A Wing Rear Elevation
SCALE: 1/8" = 1'-0"

NOTE:
SEE ELEVATION 2/A202 FOR TYP. NOTES AT EXTERIOR ELEVATIONS

5 A Wing Rear Elevation
SCALE: 1/8" = 1'-0"

NOTE:
SEE ELEVATION 2/A202 FOR TYP. NOTES AT EXTERIOR ELEVATIONS

CONSULTANT

ARCHITECT

BLITCHBURG

EXTERIOR ELEVATIONS - A WING

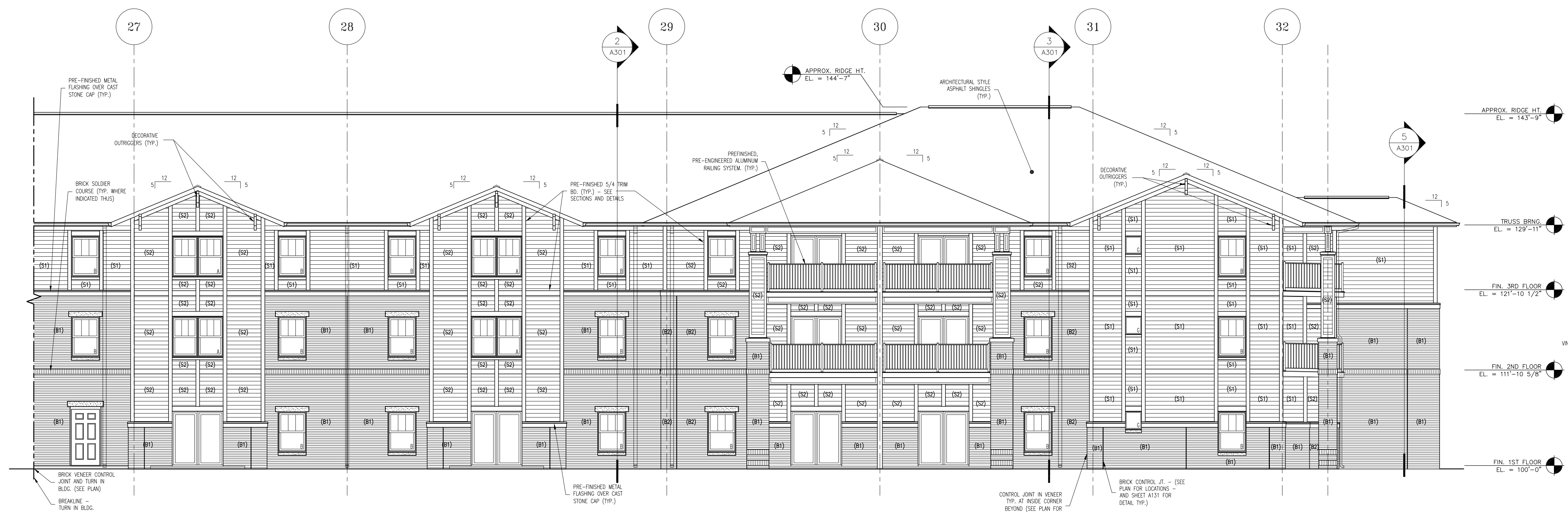
PROBORG, WI

REVISIONS

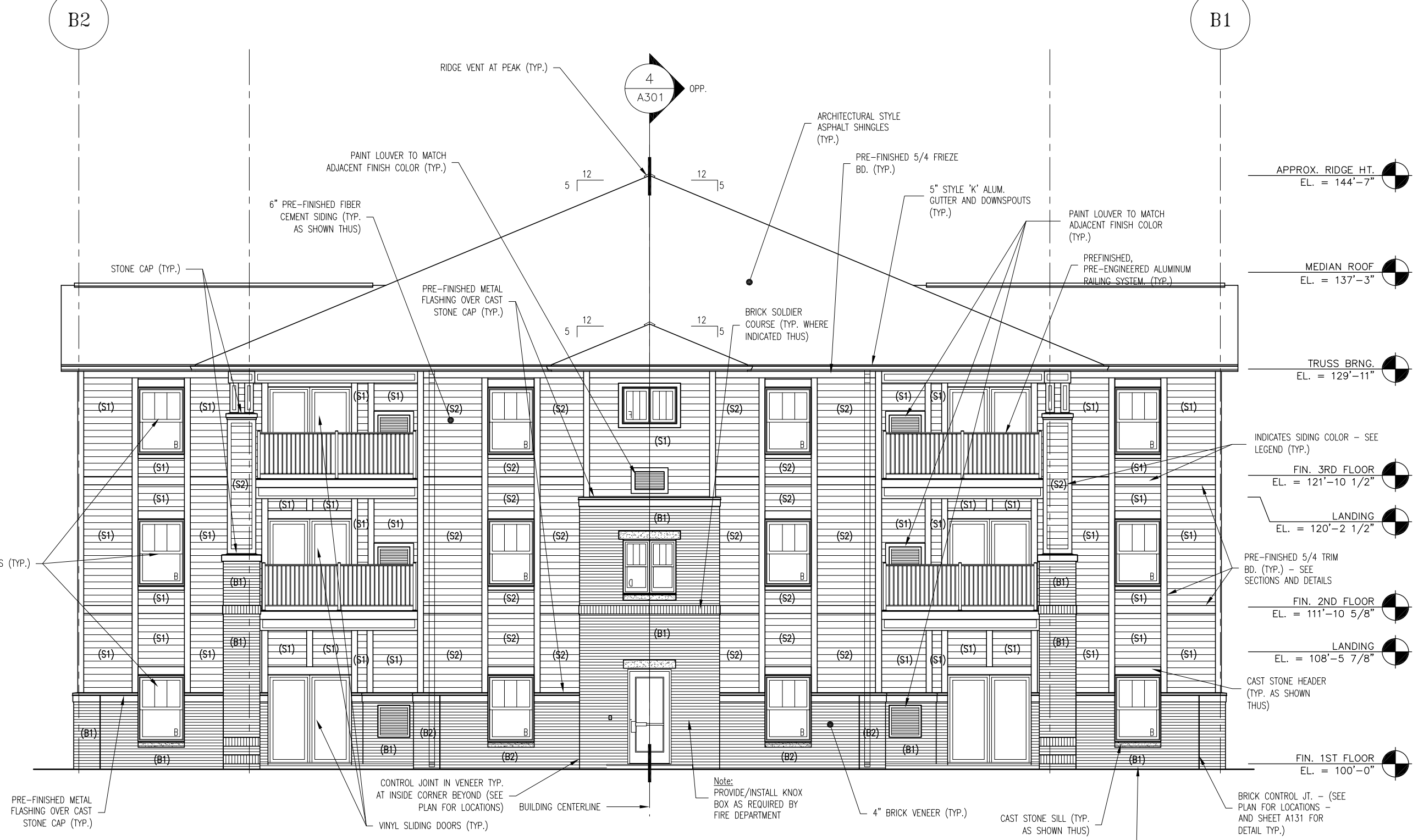
DESCRIPTION

DATE

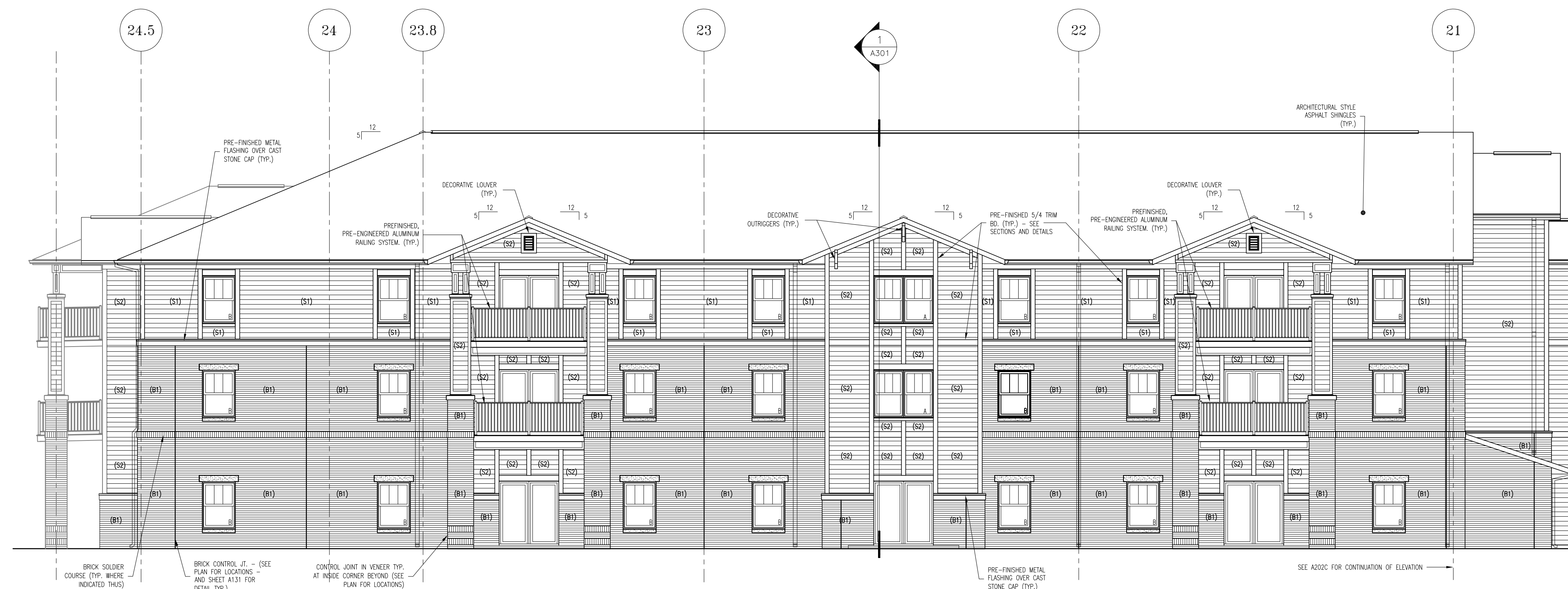
A202-A



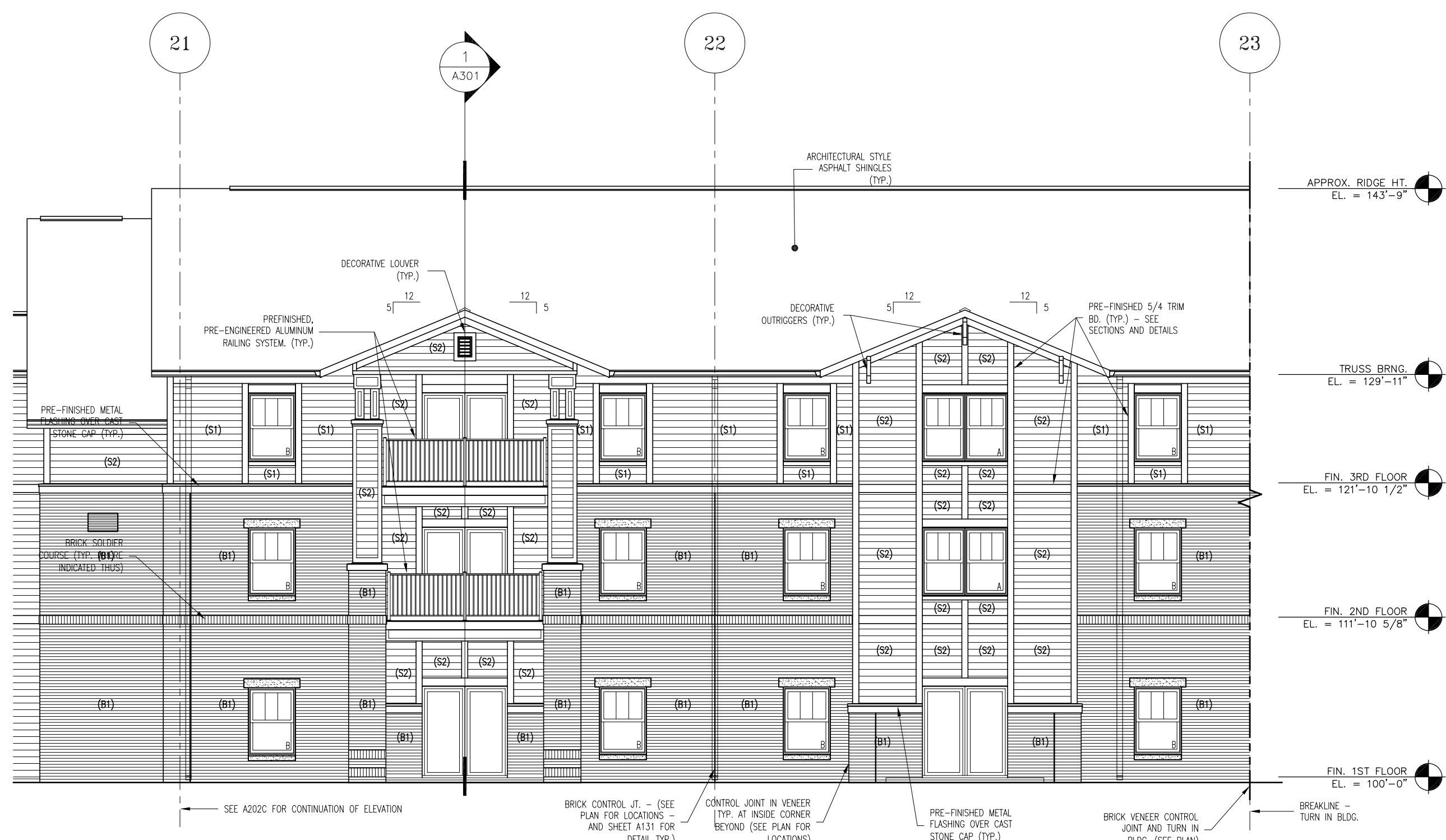
3 B Wing Left Side Elevation
SCALE: 1/8" = 1'-0"



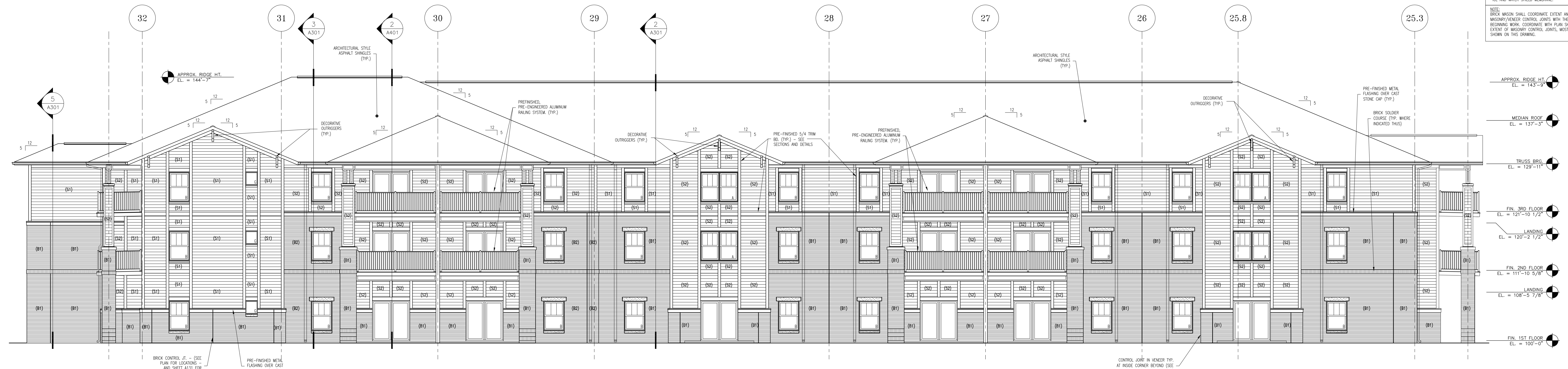
2 B Wing End Elevation
SCALE: 1/8" = 1'-0"



5 B Wing Rear Elevation
SCALE: 1/8" = 1'-0"

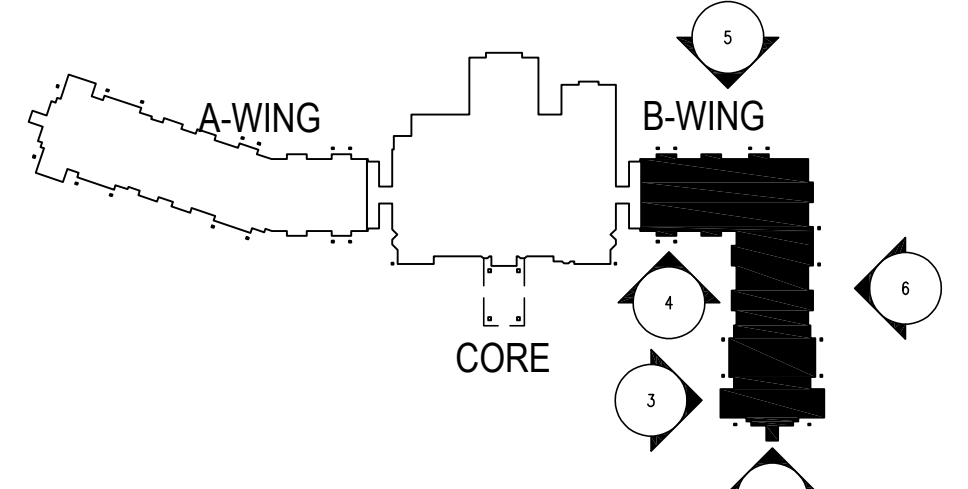


4 B Wing Front Elevation
SCALE: 1/8" = 1'-0"

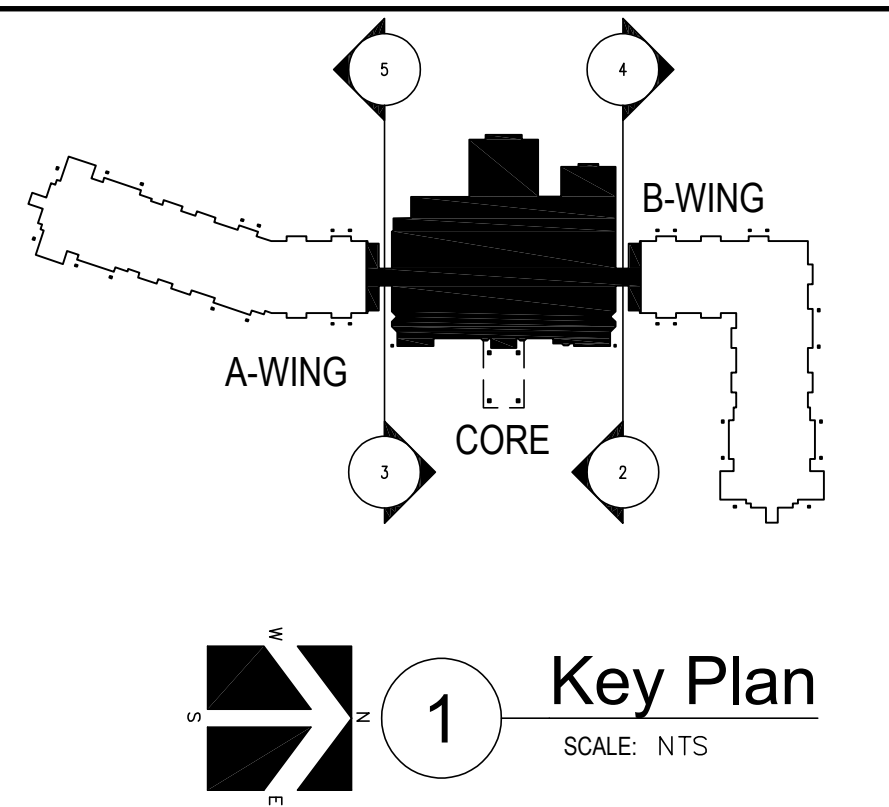
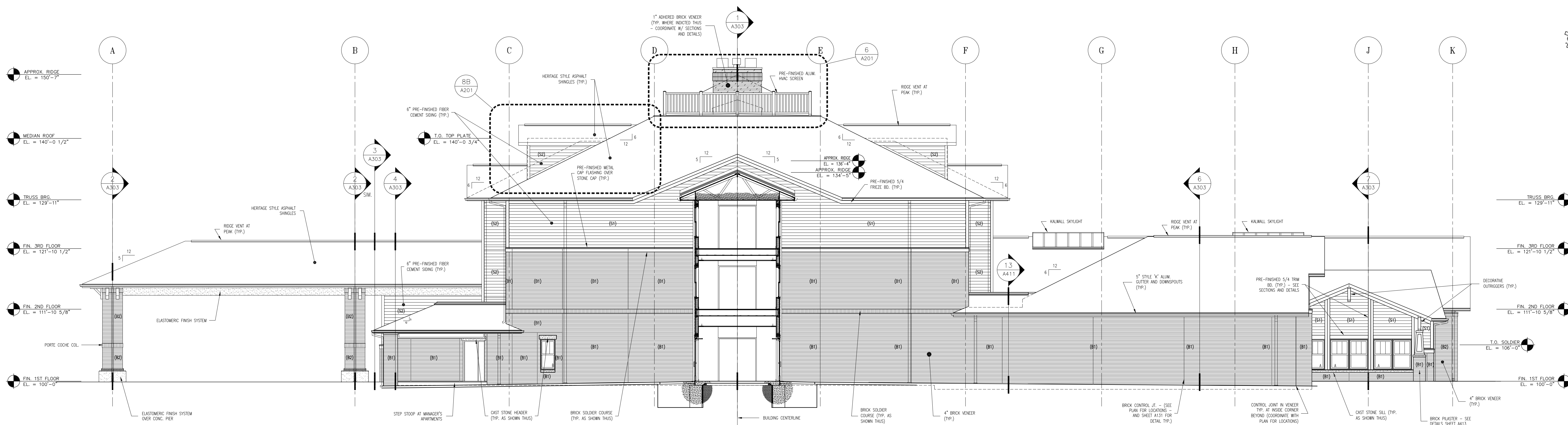


6 B Wing Right Side Elevation
SCALE: 1/8" = 1'-0"

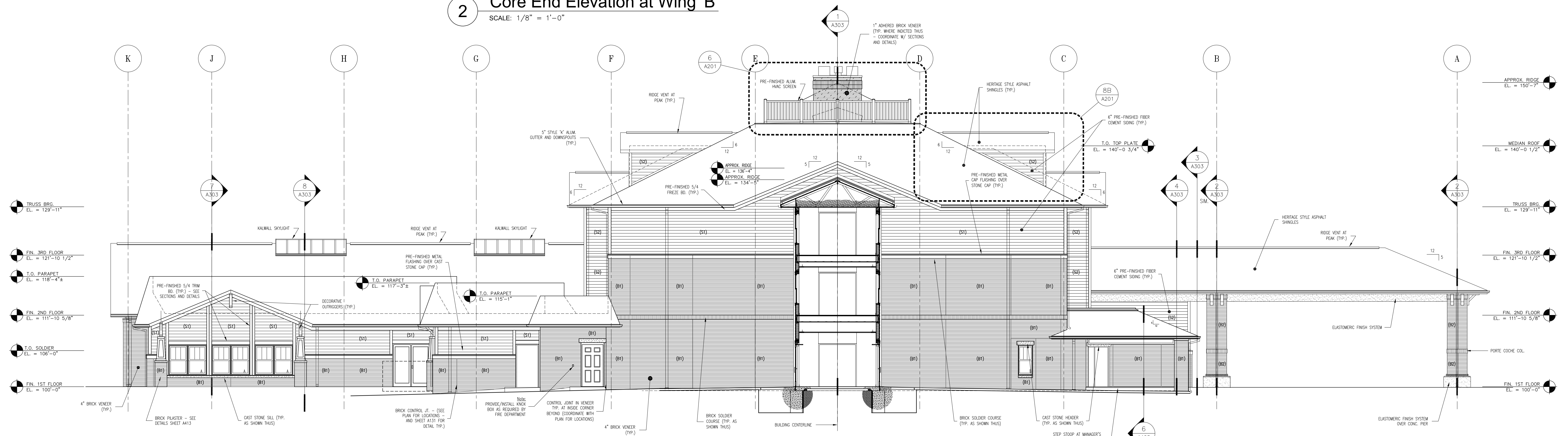
- LEGEND**
- MASONRY:
(B1) - INDICATES BRICK VENER - ACME BRICK, ROCKWELL
(B2) - INDICATES BRICK VENER - OLDCASTLE, WATERFORD
PEWTER
CAST STONE/PRECAST CONC: NOSTALGIC STONE, LIGHT BUFF
- SIDING:
(S1) - INDICATES PRE-FINISHED FIBER CEMENT SIDING - HARDIEPLANK
- AGED PEWTER
(S2) - INDICATES PRE-FINISHED FIBER CEMENT SIDING - HARDIEPLANK
- PEARL GRAY
HORIZ & VERT ACCENT BANDING: ARCTIC WHITE
CORNER TRIM: ARCTIC WHITE
- SOFFIT/FASCIA:
FASCIA: HARDIE TRIM, ARCTIC WHITE
SOFFIT-ALUM: PREFINISHED WHITE TO MATCH ARCTIC WHITE
- ROOF:
SHINGLES: OWENS CORNING, ESTATE GRAY
GUTTERS: ALUMINUM, WHITE
DOWNSPOUTS: ALUMINUM, WHITE
- DOORS & WINDOWS:
WINDOW-VINYL: WHITE
PATIO DOOR-VINYL: WHITE
DOORS-ALUM: WHITE
GARAGE DOORS: WHITE
- MISC:
LOUVER-TWO: WHITE TO MATCH WINDOWS
LOUVER-PTAC: TBD TO MATCH SIDING AND BRICK
LOUVER-DORMER: WHITE TO MATCH WINDOWS
COLUMN, TOP SECTION-ALUM CLAD: ARCTIC WHITE
PORCH BEAM-ALUM CLAD: ARCTIC WHITE
PORCH RAILING: WHITE



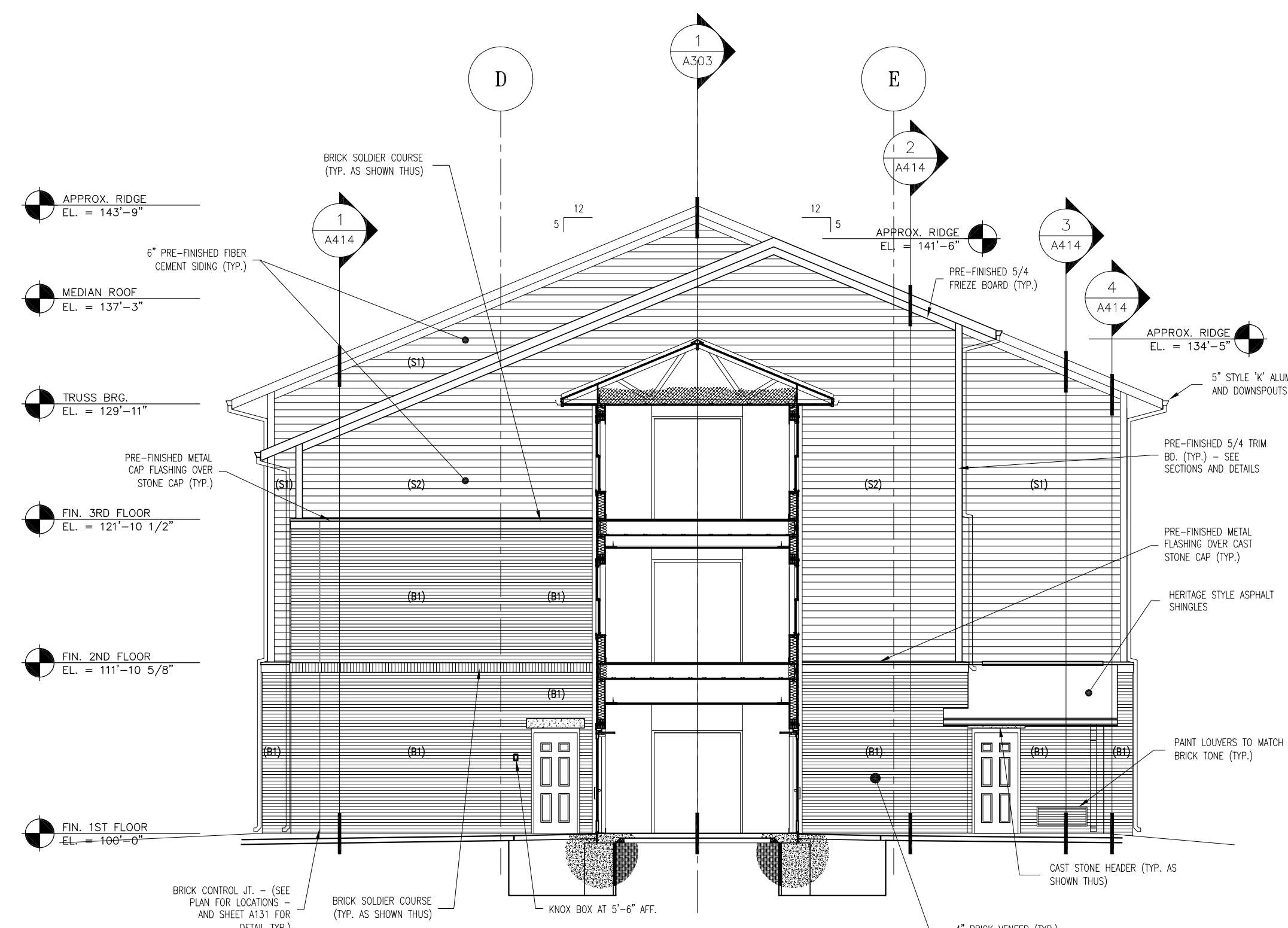
1 Key Plan
SCALE: NTS



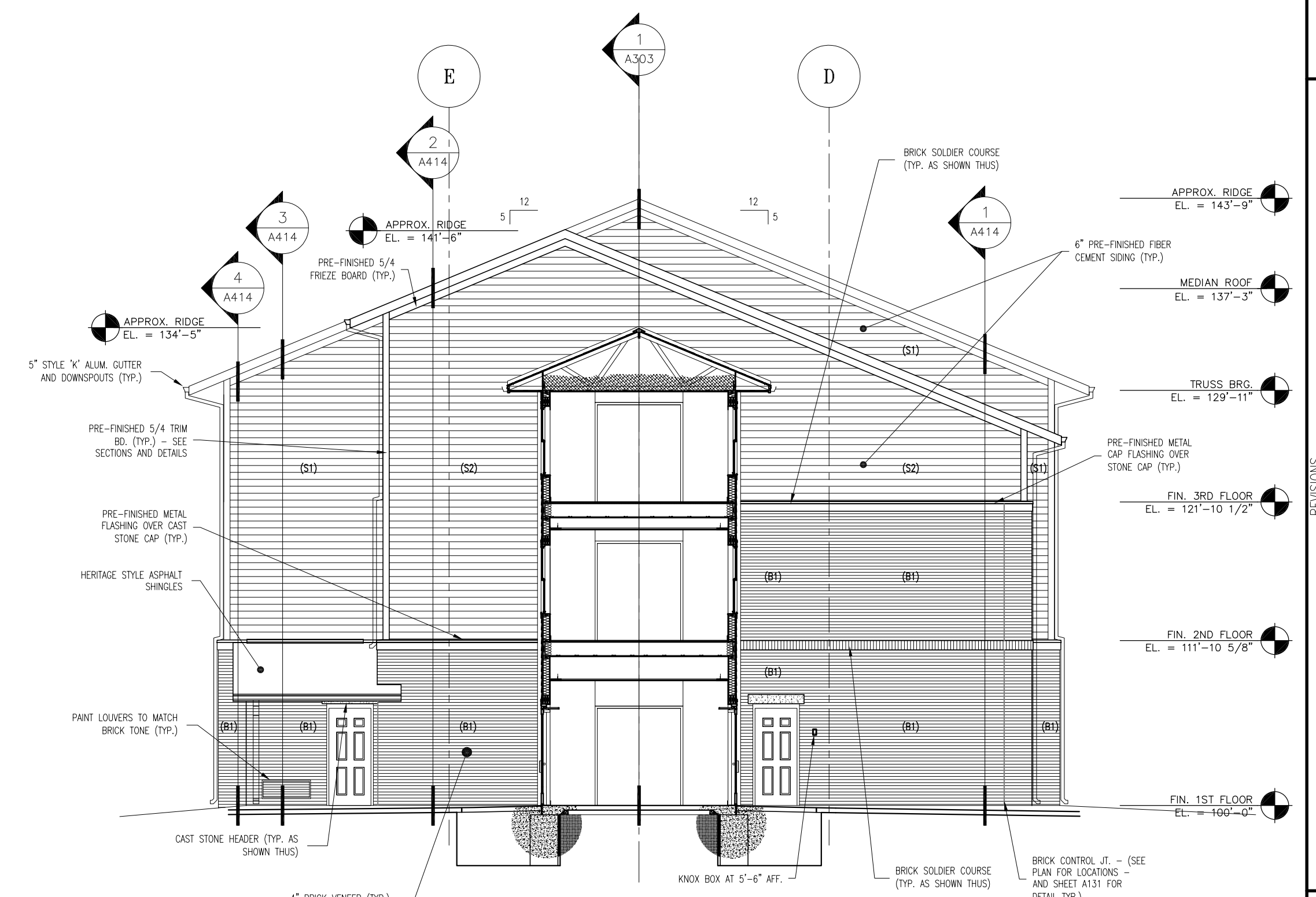
2 Core End Elevation at Wing 'B'
SCALE: 1/8" = 1'-0"



3 Core End Elevation at Wing 'A'
SCALE: 1/8" = 1'-0"



5 Core End Elevation at Wing 'A'
SCALE: 1/8" = 1'-0"



4 Core End Elevation at Wing 'B'
SCALE: 1/8" = 1'-0"

LEGEND

MASONRY:
(B1) - INDICATES BRICK VENEER - ACME BRICK, ROCKWELL
(B2) - INDICATES BRICK VENEER - OLDCASTLE, WATERFORD
PEWTER
CAST STONE/PRECAST CONC. NOSTALGIC STONE, LIGHT BUFF

SIDING:
(S1) - INDICATES PRE-FINISHED FIBER CEMENT SIDING - HARDIEPLANK
AGED PEWTER
(S2) - INDICATES PRE-FINISHED FIBER CEMENT SIDING - HARDIEPLANK
PEARL GRAY
HORIZ & VERT ACCENT BANDING: ARCTIC WHITE
CORNER TRIM: ARCTIC WHITE

SOFFIT/FASCIA:
FASCIA: HARDIE TRIM, ARCTIC WHITE
SOFFIT-ALUM. PREFINISHED WHITE TO MATCH ARCTIC WHITE

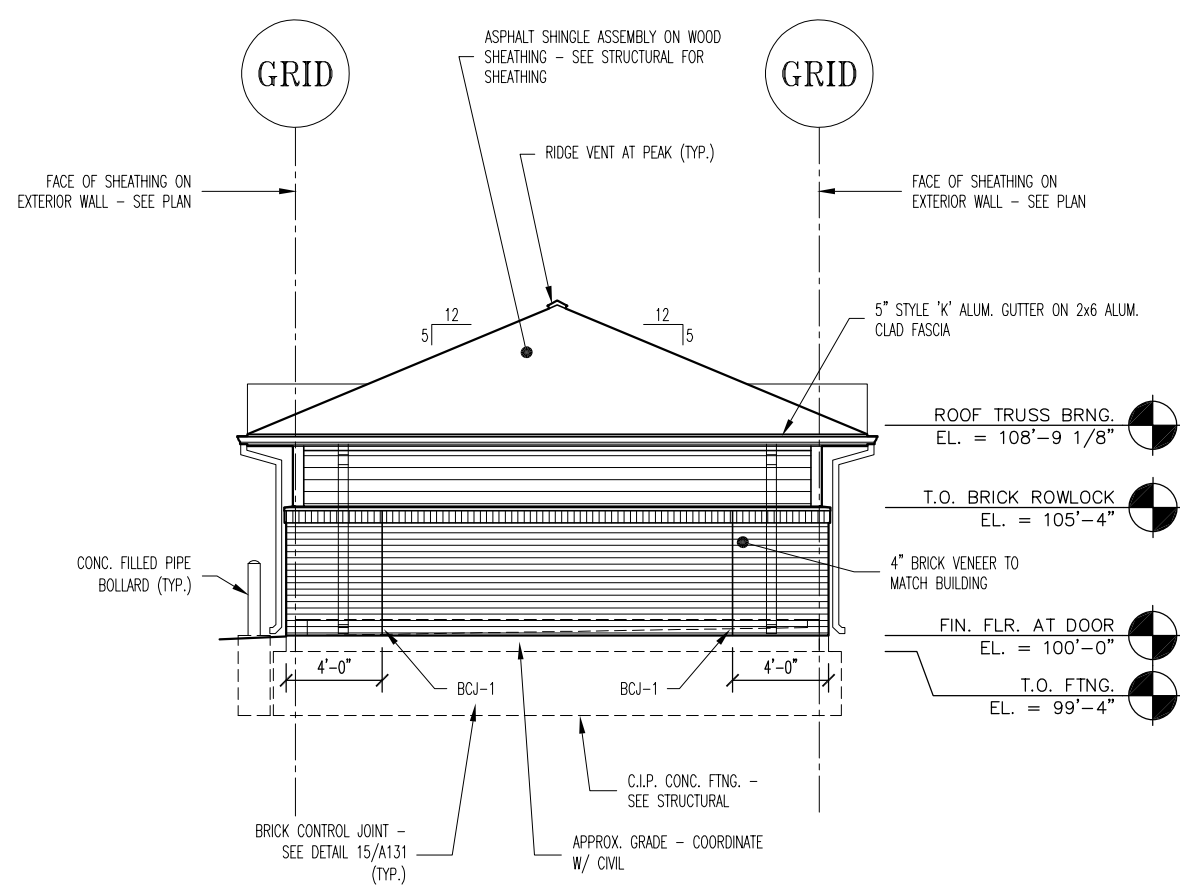
ROOF:
SHINGLES: OWENS CORNING, ESTATE GRAY
GUTTERS: ALUMINUM, WHITE
DOWNSPOUTS: ALUMINUM, WHITE

DOORS & WINDOWS:
WINDOW-VINYL: WHITE
PATIO DOOR-VINYL: WHITE
DOORS-ALUM. WHITE
GARAGE DOORS: WHITE

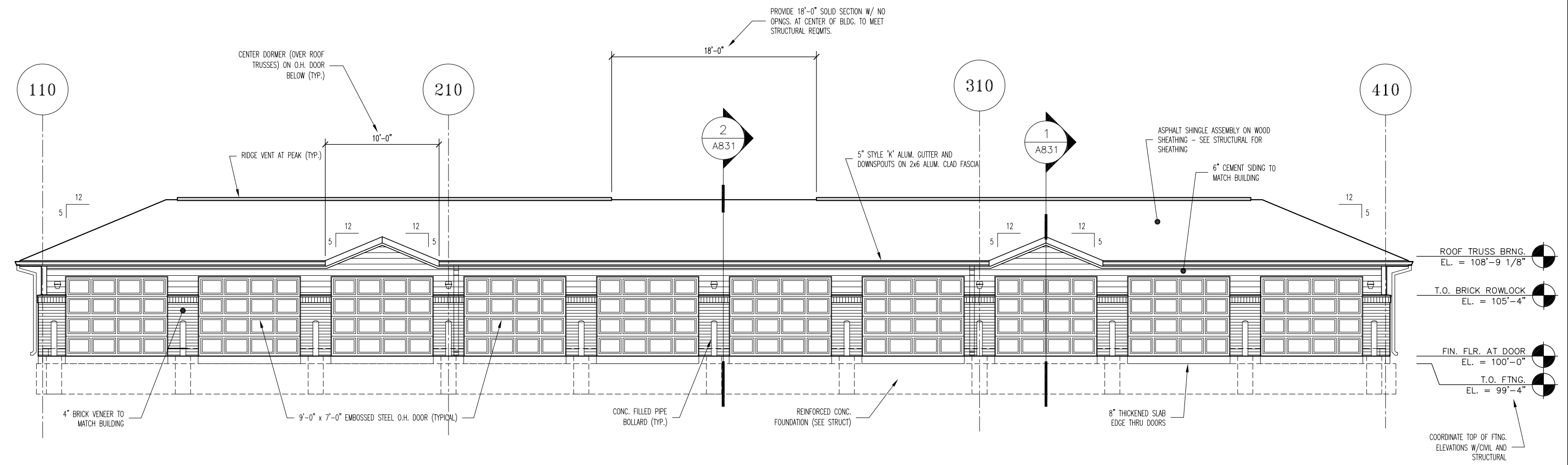
MISC:
LOUVER-TWO: WHITE TO MATCH WINDOWS
LOUVER-PFAC: TBD TO MATCH SIDING AND BRICK
LOUVER-DORMER: WHITE TO MATCH WINDOWS
COLUMNA, TOP SECTION-ALUM CLAD: ARCTIC WHITE
PORCH BEAM-ALUM CLAD: ARCTIC WHITE
PORCH RAILING: WHITE

NOTE:
ALL ROOF EDGES AND ROOF VALLEYS SHALL HAVE MINIMUM 36" WIDE ICE AND WATER SHIELD MEMBRANE.

NOTE:
BRICK MASON SHALL COORDINATE EXTENT AND LOCATION OF MASONRY/VENTER CONTROL JOINTS WITH THE ARCHITECT BEFORE BEGINNING WORK. COORDINATE WITH PLAN SHEETS FOR THE FULL EXTENT OF MASONRY CONTROL JOINTS, MOST OF WHICH ARE NOT SHOWN ON THIS DRAWING.

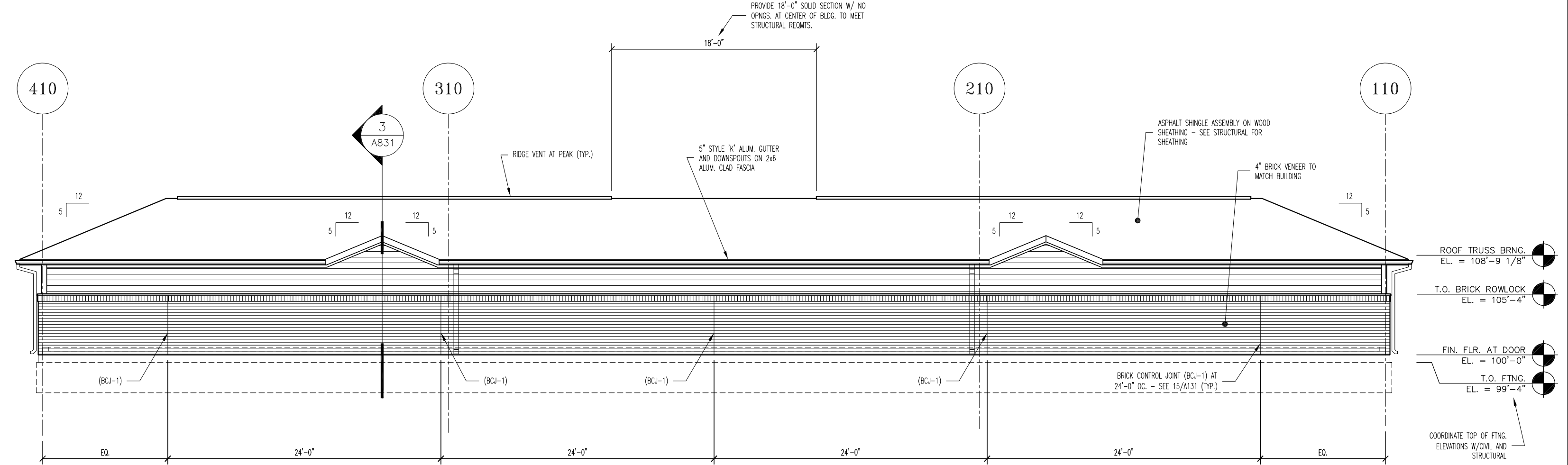


310 10 Stall Garage Side Elevation
SCALE: 1/8" = 1'-0"

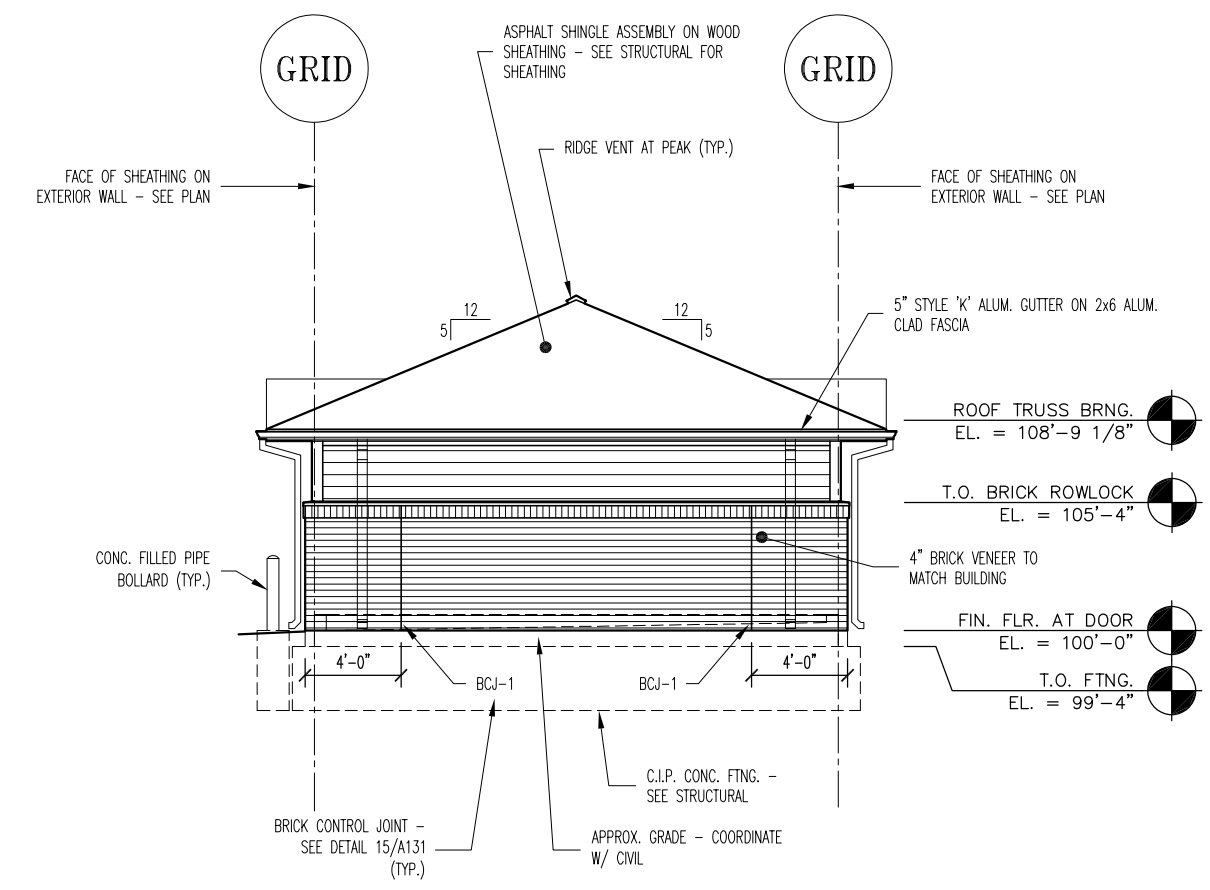


110 10 Stall Garage Front Elevation
SCALE: 1/8" = 1'-0"

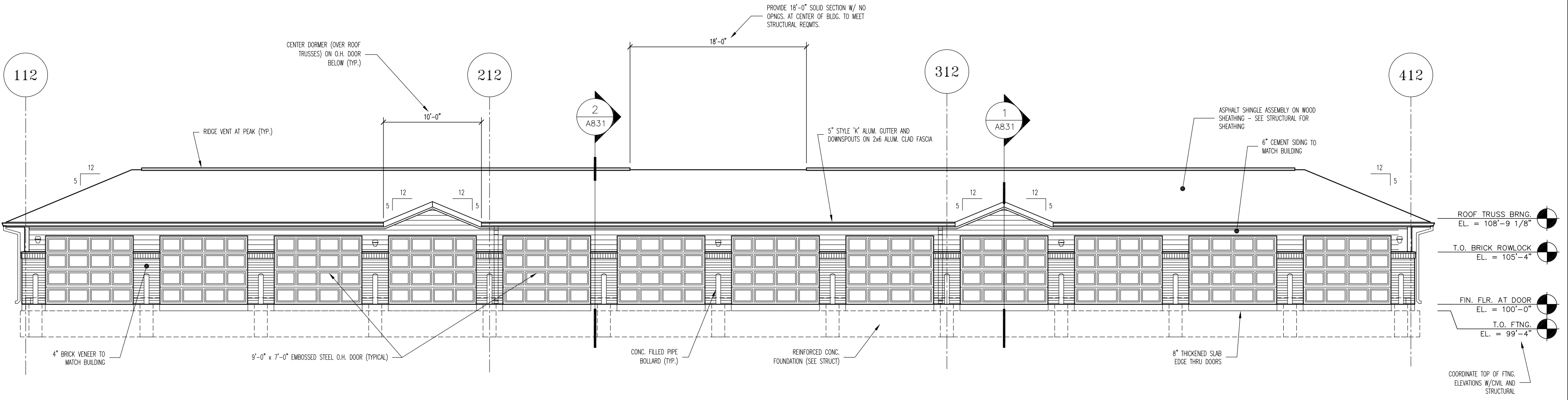
GENERAL NOTES:
1. ALL NOTED FINISHED FLOOR ELEVATIONS ARE AT THE DOOR OPENINGS.
2. ALL FLOORS SLOPE TO THE DOOR OPENINGS.



210 10 Stall Garage Rear Elevation
SCALE: 1/8" = 1'-0"

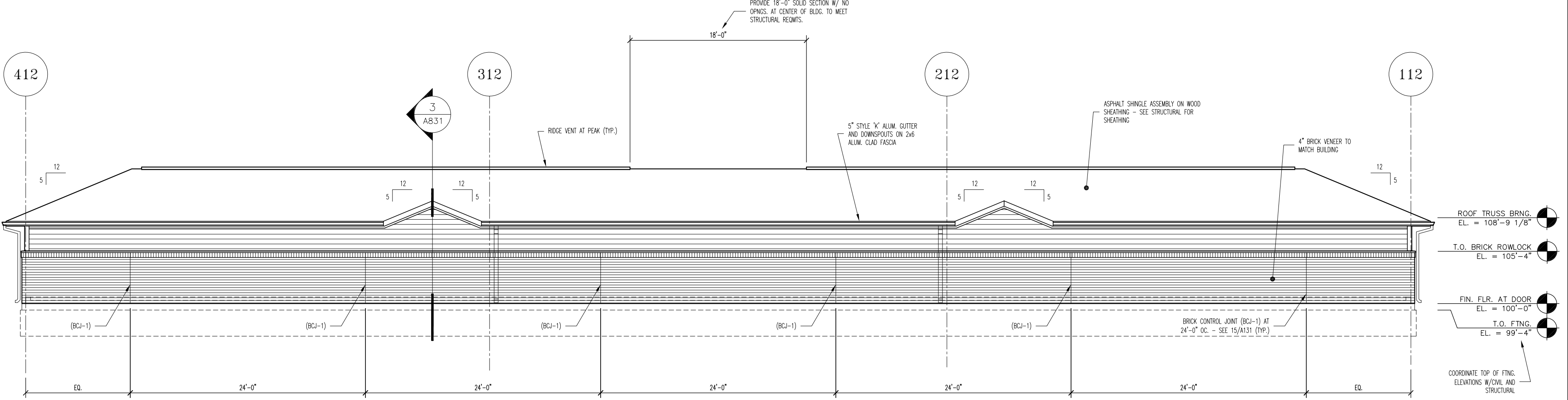


312 12 Stall Garage Side Elevation
SCALE: 1/8" = 1'-0"



112 12 Stall Garage Front Elevation
SCALE: 1/8" = 1'-0"

GENERAL NOTES:
1. ALL NOTED FINISHED FLOOR ELEVATIONS ARE AT THE DOOR OPENINGS.
2. ALL FLOORS SLOPE TO THE DOOR OPENINGS.



212 12 Stall Garage Rear Elevation
SCALE: 1/8" = 1'-0"

CONSULTANT



BLANCHETT

FITCHBURG, WI

GARAGE ELEVATIONS

REVISIONS

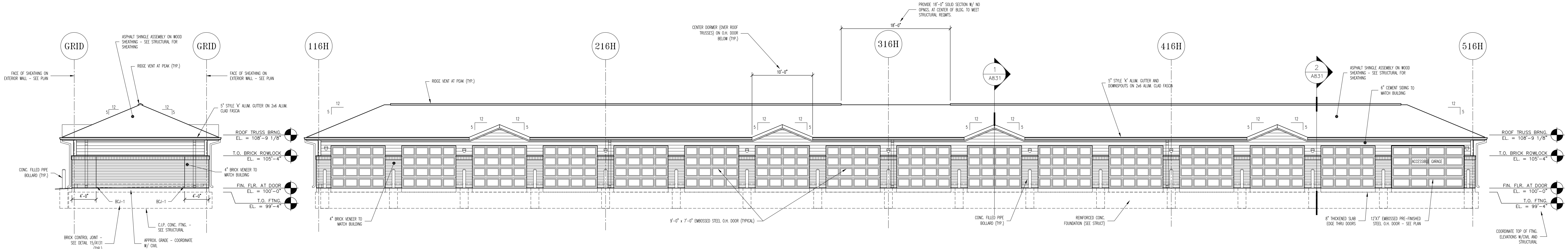
DATE

DATE

DATE

DATE

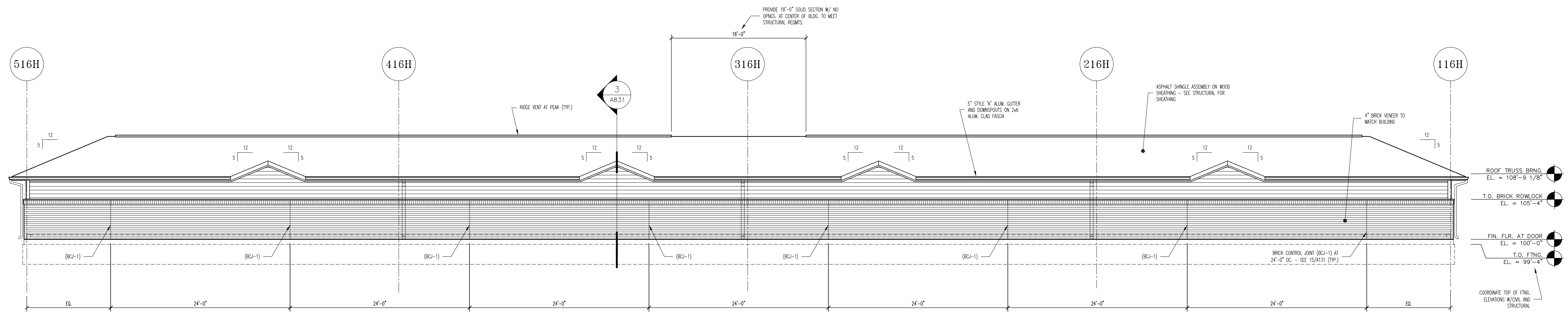
DATE



16 Stall HC Garage Side Elevation
SCALE: 1/8" = 1'-0"

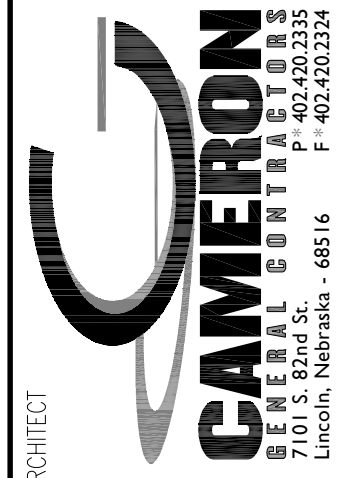
GENERAL NOTES:
1. ALL NOTED FINISHED FLOOR ELEVATIONS ARE AT THE DOOR OPENINGS.
2. ALL FLOORS SLOPE TO THE DOOR OPENINGS.

16 Stall HC Garage Front Elevation
SCALE: 1/8" = 1'-0"



16 Stall HC Garage Rear Elevation
SCALE: 1/8" = 1'-0"

CONSULTANT



RLC FITCHBURG

FITCHBURG, WI

GARAGE ELEVATIONS

REVISIONS

DATE DESCRIPTION

DATE

A822



CONCEPT SITE PLAN

PROPOSED GARAGE

PROPOSED BUILDING
FOOTPRINT

POTENTIAL
RESIDUAL PARCELS
(TO CENTERLINE)
(+/- 3.85 AC)

— ACCESS EASEMENT
EXISTING LOT LINE

— PROPOSED
WATER QUALITY
FACILITY

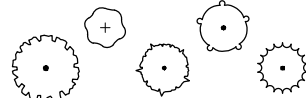
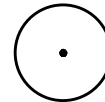
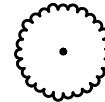
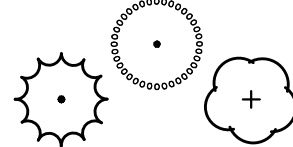
– 25' FRONT SETBACK

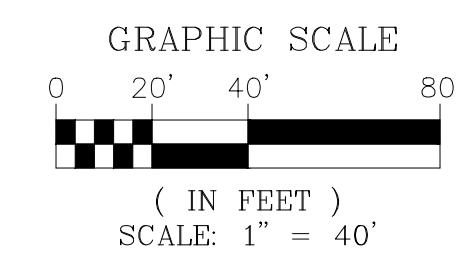
EXISTING STREET TREES

FITCHRONA RD

- PER ISLAND:VEGETATION GROUND COVER, BARK OR STONE GROUND COVER, OR DECORATIVE METAL GRATE

- TOTAL OPEN SPACE: 4.50 A.C. (195,980.96 SF)
- OPEN SPACE RATIO: 54%

OVERALL LANDSCAPE PLAN CONCEPT PLANT SCHEDULE	QTY.	NOTES
	<u>FOUNDATION SHRUBS</u>	183 REQUIRED BY CITY
	<u>PARKING TREES</u>	17 REQUIRED BY CITY
	<u>STREET TREES</u>	12 REQUIRED BY CITY
	<u>GARAGE BUFFER - TREES</u>	40 REQUIRED BY CITY
	<u>PARKING SCREENING - SHRUBS</u>	103 REQUIRED BY CITY
	<u>PARKING ISLAND PLANTING</u>	+/- 6,500 sf REQUIRED BY CITY



KV+D
KISER VOGRIN DESIGN

Bowman Consulting Group, Ltd.
311 South Wacker Drive,
Suite 1950
Chicago, IL 60606
Phone: (312) 614-0360
www.bowmanconsulting.com

OVERALL LANDSCAPE PLAN
RESORT LIFESTYLE COMMUNITIES
FITCHRONA ROAD
FITCHBURG, WISCONSIN
DANE COUNTY

PLAN STATUS	
1/10/19	SITE PLAN SUBMITTAL

DATE		DESCRIPTION	
CMM DESIGN	CMM DRAWN	CMM CHKD	
SCALE		1"=40'	
JOB NO. 18094			
DATE		01/22/2019	
FILE			

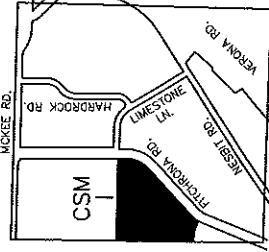
SHEET L1.0

CERTIFIED SURVEY MAP NO.

LOT 12 OF ORCHARD POINT IN THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 6 NORTH, RANGE 9 EAST, IN THE CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

PREPARED FOR:
ORCHARD POINTE DEVELOPMENT
COMPANY, INC.
3003 KAPEC ROAD
MADISON, WI 53744

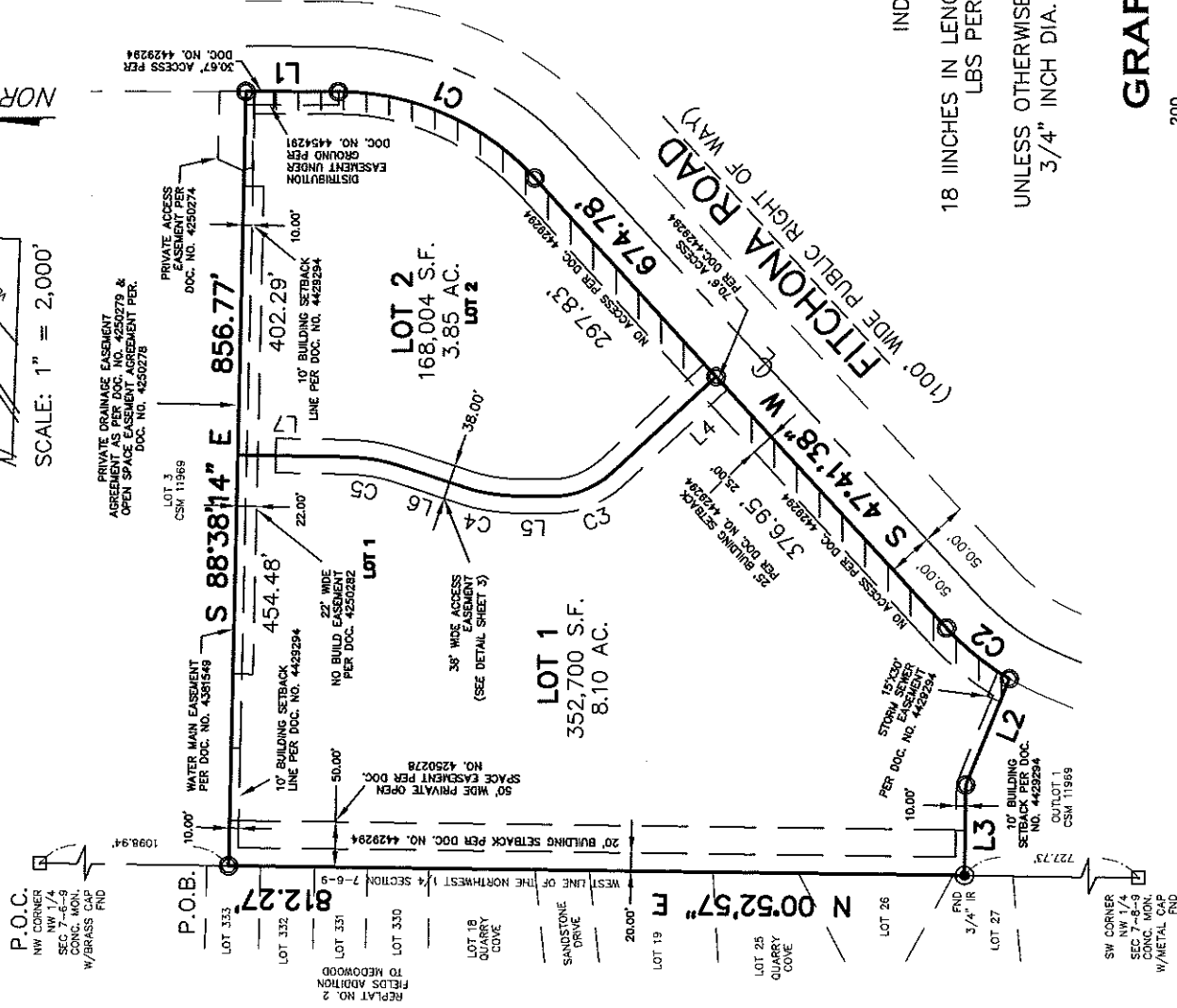
NW 1/4
SEC 7-8-9



SCALE: 1" = 2,000'



CAPITOL SURVEY ENTERPRISES
2220 REGENCY CT STE 210
BROOKFIELD, WI 53045
PH: (262)-786-6600
WWW.CAPITOLSURVEY.COM



INDICATES 1 INCH DIA.
IRON PIPE,
18 INCHES IN LENGTH, WEIGHING 1.68
LBS PER LINEAL FOOT, SET.
UNLESS OTHERWISE NOTED, INDICATES
3/4" INCH DIA. IRON PIPE, FOUND.

GRAPHIC SCALE



1 inch = 200 ft.

LANDS SUBJECT TO DRAINAGE
EASEMENT FOR THE BENEFIT
OF LOT 3 CSM 11969 PER DOC. NO. 4249461

INDICATES AREA OF NO
DIRECT ACCESS TO
FITCHONA ROAD PER
DOC. NO. 4429294

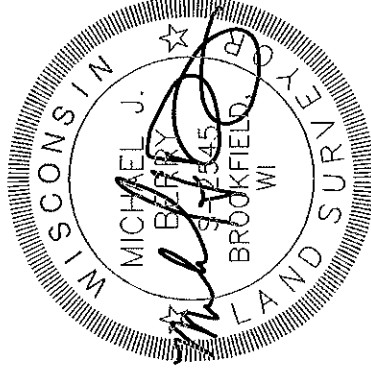
ALL BEARINGS REFER TO THE WEST
LINE OF NORTHWEST 1/4 OF SECTION
7-8-9 WHICH BEARS N 00°52'57" E

SEE SHEET 2 FOR LINE
AND CURVE TABLES.

VOLUME _____ PAGE _____
DOCUMENT NUMBER _____

THIS INSTRUMENT DRAFTED BY NICHOLAS J. FIRER

SHEET 1 OF 5



CERTIFIED SURVEY MAP NO.

LOT 12 OF ORCHARD POINT IN THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 6 NORTH, RANGE 9 EAST, IN THE CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

STATE OF WISCONSIN)
COUNTY) SS

I, MICHAEL J BERRY, A PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY:

THAT I HAVE SURVEYED, DIVIDED, AND MAPPED LOT 12 OF ORCHARD POINT IN THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 6 NORTH, RANGE 9 EAST, IN THE CITY OF FITCHBURG, DANE COUNTY, WISCONSIN:

COMMENCING AT THE NORTHWEST CORNER OF SAID 1/4 SECTION; THENCE S 00°52'57" W 1098.94 FEET ALONG THE WEST LINE OF SAID 1/4 SECTION TO THE POINT OF BEGINNING OF LANDS TO BE DESCRIBED; THENCE S 88°38'14" E 856.77 FEET TO THE RIGHT OF WAY LINE OF FITCHONA ROAD; THENCE S 00°14'09" W 102.45 FEET; THENCE SOUTHWESTERLY 243.32 FEET ALONG THE ARC OF A CURVE WHOSE CENTER LIES TO THE NORTHWEST, WHOSE RADIUS IS 293.75 FEET, AND WHOSE CHORD BEARS S 23°57'53" W 236.42 FEET; THENCE S 47°41'38" W 674.78 FEET; THENCE SOUTHERLY 89.26 FEET ALONG THE ARC OF A CURVE WHOSE CENTER LIES TO THE SOUTHEAST, WHOSE RADIUS IS 300.00 FEET, AND WHOSE CHORD BEARS S 39°10'12" W 88.94 FEET; THENCE N 67°38'58" W 126.98 FEET; THENCE N 89°07'03" W 99.95 FEET TO THE WEST LINE OF SAID 1/4 SECTION; THENCE N 00°52'57" E 812.27 FEET ALONG SAID WEST LINE TO THE POINT BEGINNING.

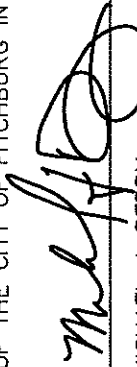
CONTAINING 520,704 SQUARE FEET OR 11.9537 ACRES.

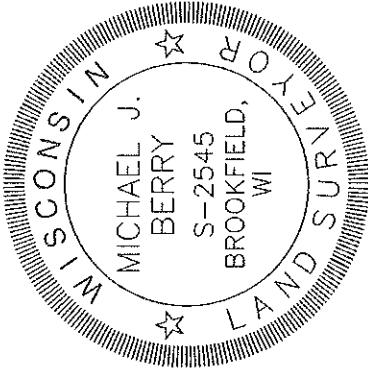
THAT I HAVE MADE SUCH SURVEY, LAND DIVISION, AND MAP BY THE DIRECTION OF ORCHARD POINT DEVELOPMENT COMPANY, INC., OWNER OF SAID LAND.

THAT SUCH MAP IS A CORRECT REPRESENTATION OF ALL EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND THE DIVISION THEREOF MADE.

THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF CHAPTER 236.34 OF THE STATUTES OF THE STATE OF WISCONSIN, AND SEC. 24-6 OF THE CODE OF ORDINANCES OF THE CITY OF FITCHBURG IN SURVEYING, DIVIDING, AND MAPPING THE SAME.

DATED THIS ____ DAY OF _____, 2018.


MICHAEL J. BERRY
PROFESSIONAL LAND SURVEYOR,
S-2545
STATE OF WISCONSIN



LINE TABLE		
LINE	LENGTH	BEARING
L1	126.98'	N 67°38'58" W
L2	99.95'	N 89°07'03" W
L3	102.45'	S 00°14'09" W
L4	139.99'	N 42°18'22" W
L5	55.64'	N 00°52'57" E
L6	78.08'	N 18°42'45" E
L7	129.37'	N 01°21'46" E

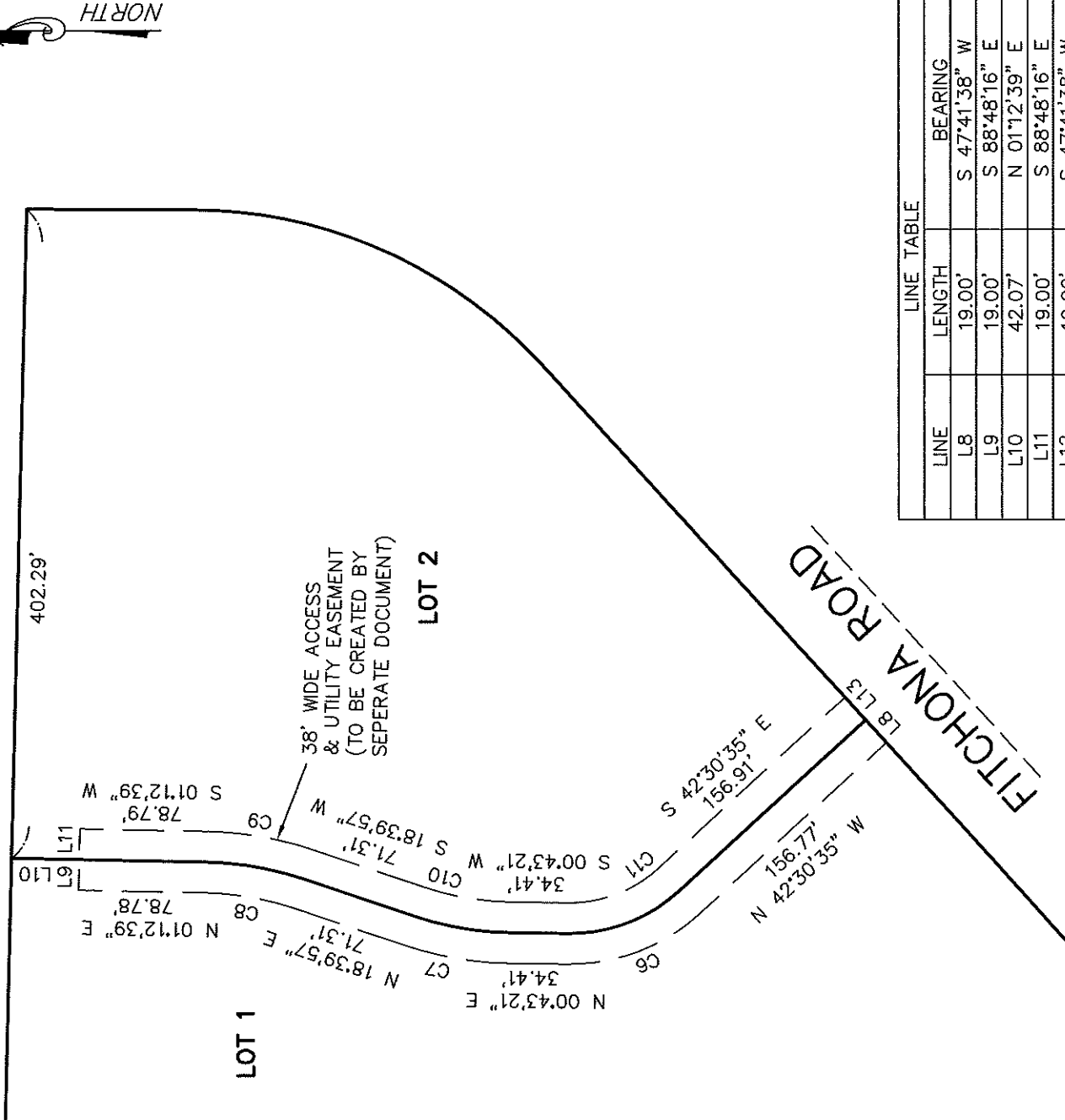
CURVE TABLE				
CURVE	ARC	RADIUS	BEARING	CHD. LENGTH DELTA
C1	243.32'	293.75'	S 23°57'53" W	236.42'
C2	89.26'	300.00'	S 39°10'12" W	88.93'
C3	75.45'	100.00'	N 20°53'37" W	73.68'
C4	62.63'	200.00'	N 09°41'39" E	62.38'
C5	60.93'	200.00'	N 09°56'18" E	60.69'

CERTIFIED SURVEY MAP NO.

LOT 12 OF ORCHARD POINT IN THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 6 NORTH, RANGE 9 EAST, IN THE CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

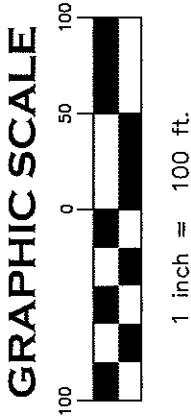
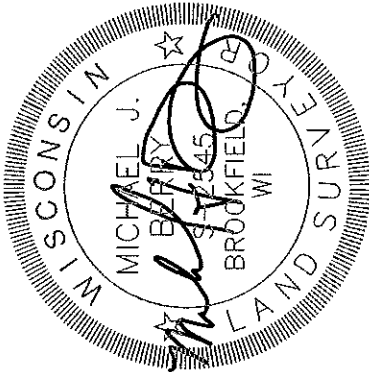
ACCESS EASEMENT DETAIL

LOT 3
CSM 11969



LINE TABLE		
LINE	LENGTH	BEARING
L8	19.00'	S 47°41'38" W
L9	19.00'	S 88°48'16" E
L10	42.07'	N 01°12'39" E
L11	19.00'	S 88°48'16" E
L12	19.00'	S 47°41'38" W

CURVE TABLE			
CURVE	ARC	RADIUS	BEARING
C6	89.79'	119.00'	N 20°53'37" W
C7	68.59'	219.00'	N 09°41'39" E
C8	55.14'	181.00'	N 09°56'18" E
C9	66.72'	219.00'	S 09°56'18" W
C10	56.69'	181.00'	S 09°41'39" W
C11	61.12'	81.00'	S 20°53'37" E



CERTIFIED SURVEY MAP NO.

LOT 12 OF ORCHARD POINT IN THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 6 NORTH, RANGE 9 EAST, IN THE CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

OWNER'S CERTIFICATE

ORCHARD POINTE DEVELOPMENT COMPANY, INC., A CORPORATION, DULY ORGANIZED AND EXISTING UNDER AND BY VIRTUE OF THE LAWS OF THE STATE OF WISCONSIN, AS OWNER, CERTIFIES THAT IT CAUSED THE LAND DESCRIBED ON THIS MAP TO BE SURVEYED, DIVIDED, DEDICATED AND MAPPED AS REPRESENTED ON THIS MAP, AND SUBMITTED TO THE CITY OF FITCHBURG AS REQUIRED IN ACCORDANCE WITH THE ORDINANCES OF THE CITY OF FITCHBURG.

IN WITNESS WHEREOF, THE ABOVE COMPANY HAS CAUSED THESE PRESENTS TO BE SIGNED BY ROBERT M. SHEA, ITS REPRESENTATIVE, AT _____, WISCONSIN, THIS _____ DAY OF _____, 2018.

ROBERT M. SHEA

STATE OF WISCONSIN) SS
COUNTY)

PERSONALLY CAME BEFORE ME THIS _____ DAY OF _____, 2018, TO ME KNOWN TO BE THE PERSON WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THE SAME.

NOTARY PUBLIC
STATE OF WISCONSIN
MY COMMISSION EXPIRES: _____

CONSENT OF CORPORATE MORTGAGE

SETTLERS BANK, A BANKING CORPORATION DULY ORGANIZED AND EXISTING UNDER AND BY VIRTUE OF THE LAWS OF THE STATE OF WISCONSIN, AS MORTGAGEE OF THE ABOVE DESCRIBED LAND, DOES HEREBY CONSENT TO THE ABOVE CERTIFICATION OF ORCHARD POINTE DEVELOPMENT COMPANY, INC., AS OWNER OF SAID LAND.

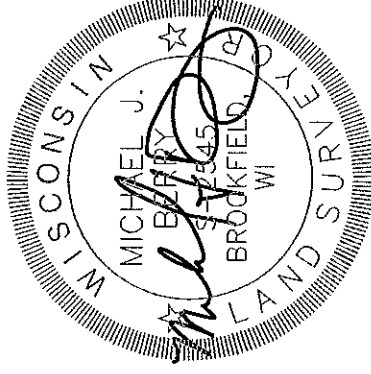
IN WITNESS WHEREOF, SETTLERS BANK, HAS CAUSED THESE PRESENTS TO BE SIGNED BY [BANK OFFICER] AND ITS CORPORATE SEAL HEREUNTO AFFIXED, THIS _____ DAY OF _____, 2018.

[BANK OFFICER]

STATE OF WISCONSIN) SS
COUNTY)

PERSONALLY CAME BEFORE ME THIS _____ DAY OF _____, 2018, THE ABOVE NAMED [BANK OFFICER], TO ME KNOWN AS THE PERSON WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THE SAME.

NOTARY PUBLIC
STATE OF WISCONSIN
MY COMMISSION EXPIRES: _____



CERTIFIED SURVEY MAP NO. _____

LOT 12 OF ORCHARD POINT IN THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 6 NORTH, RANGE 9 EAST, IN THE CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

CITY OF SUN PRAIRIE APPROVAL CERTIFICATE

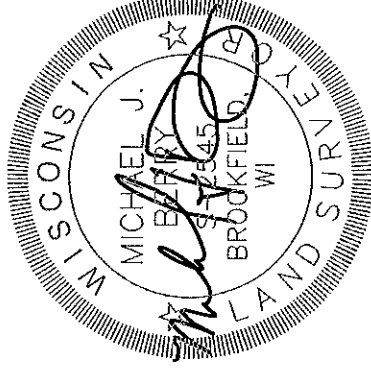
THIS CERTIFIED SURVEY, INCLUDING ANY DEDICATIONS SHOWN THEREON, HAS BEEN DULY APPROVED BY THE COMMON COUNCIL OF THE CITY OF FITCHBURG, DANE COUNTY, WISCONSIN, THIS _____ DAY OF _____, 2018.

PATTY ANDERSON, CITY CLERK

REGISTER OF DEEDS

RECEIVED FOR RECORDING THIS _____ DAY OF _____, 20____ AT _____ AND RECORDED IN VOLUME _____ OF DANE COUNTY CERTIFIED SURVEYS ON PAGES _____ THROUGH _____, AS DOCUMENT NUMBER _____.

KRISTI CHLEBOWSKI,
DANE COUNTY REGISTER OF DEEDS

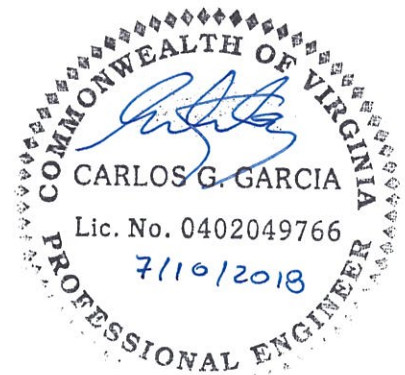


Parking Demand and Utilization Assessment – Resort Lifestyle Communities

Prepared For:
Mr. Bob Lewis
Director of Development
Cameron General Contractors

Prepared By:
Carlos G. Garcia, P.E.
Bowman Consulting Group

July 10, 2018



As requested, Bowman Consulting has completed a parking demand and utilization assessment at two fully occupied Resort Lifestyle Communities to determine average parking utilization rates.

Background

Cameron General Contractors (CGC) develops and constructs Resort Lifestyle Communities (RLC) throughout the country. Resort Lifestyle Communities are 55+ luxury independent living facilities that cater to local clientele that have typically lost a spouse, lost the ability to drive, or downsized. Each facility provides residents with an all-inclusive service, amenities, and dining arrangement, diminishing the normal need to travel outside the home for goods and services.

The design and operations of Resort Lifestyle Communities are prototypical and thus each of the 22 current nationwide facilities are nearly identical in terms of floorplan layout and number of units (128-130 units). The number of parking spaces at each facility varies due to local regulations and site constraints. In addition to surface parking, a limited number of garaged parking spaces are typically available at every RLC location.

The purposes of this parking assessment are to:

- 1- Determine the average number of parking spaces utilized per unit for a fully occupied and operational Resort Lifestyle Community facility. This data will then be used as a guide for parking demand and planning purposes at RLC developments.
- 2- Determine if results are consistent with a limited parking analysis prepared in March 2017 by RLC.

Site Selection

For the preparation of this assessment, two Resort Lifestyle Communities were selected that represent a typical and prototypical facilities. The two sites evaluated are:

Sherrill Hills - Knoxville, Tennessee (271 Moss Grove Boulevard)

This 128-unit community is currently fully occupied and operational. The community has 145 residents (1.13/unit) that are supported by a total staff of 36 employees on a multi-shift basis. The total number of parking spaces available for at this community is 163 spaces (42 garaged spaces and 121 surface spaces).

Capital Oaks - Raleigh, North Carolina (6498 Ray Road)

This 128-unit community is currently fully occupied and operational. The community has 156 residents (1.22/unit) that are supported by a total staff of 45 employees on a multi-shift basis. The total number parking spaces available at this community is 164 spaces (44 garaged spaces and 120 surface spaces).

Study Methodology

The methodology utilized for this study was based on determining existing parking demand and utilization rates at each fully occupied community during an average week. The procedures and evaluation for this assessment are in accordance with the Institute of Traffic Engineers (ITE) Parking Generation Manual 4th Edition, publication. ITE manuals are the leading resource for such data and provides traffic and parking related data for numerous land use and building types. Over 4,000 studies were aggregated for the data presented in current manual editions. ITE data is normally accepted by most city, county, state and other jurisdictions as the method used to model traffic and parking related data for growth management and project approvals.

Parking Demand Data Collection

Field survey observations were completed from Saturday June 9th, 2018 to Sunday June 17th, 2018. This study period enabled data collection for a total of seven days, including two Saturdays, two Sundays, and three weekdays. The observations were completed for each day during a 15-hour period (6:00 AM to 8:00 PM). The total number of parking spaces occupied during these hours was recorded for the seven noted days. This period enabled data collection to occur during peak employee shift times (11:00 AM to 2:30 PM) as well as the evening meal service shift. It is important to note that parking data was collected on Father's Day at each facility. Whereas visitation may be expected to be higher on such a holiday, results demonstrate that no significant increase in parking demand and utilization occurred at either location on this date. The parking data collected was summarized and is presented at the end of this document as an attachment.

Questionnaires were distributed to each facility to also collect resident, staffing, and visitor data to ascertain vehicle ownership, relate parking demand to peak employee shift times as well as assess the significance of visitation on parking demand.

Data Summary and Evaluation

Based on data collected and the results of the parking demand assessment, the following results can be highlighted.

Sherrill Hills - Knoxville, Tennessee (271 Moss Grove Boulevard)

- Average number of vehicles parked per unit: 0.70 (maximum was 0.79)
- Average number of vehicles parked per unit from 6:00 PM to 8:00 PM: 0.68
- Daily average of vehicles parked per unit variation: 0.67 to 0.76
- Parking utilization rate: 0.55 (# of occupied spaces/total available spaces)
- % of residents that do not own a vehicle: 52%
- Lowest # of spaces occupied during study period: 63 out of 163 spaces (37%)
- Highest # of spaces occupied during study period: 112 out of 163 spaces (69%)
- Provided representative peak staffing glimpse for a fully occupied location; ranged from 13 to 18 staff at peak; primarily on weekdays only; primarily from 11:00 am to 2:30 pm

Capital Oaks - Raleigh, North Carolina (6498 Ray Road)

- Average number of vehicles parked per unit: 0.64 (maximum was 0.68)
- Average number of vehicles parked per unit from 6:00 PM to 8:00 PM: 0.63
- Daily average of vehicles parked per unit variation: 0.59 to 0.68
- Parking utilization rate: 0.50 (# of occupied spaces/total available spaces)
- % of residents that do not own a vehicle: 67%
- Lowest # of spaces occupied during study period: 67 of 164 spaces (41%)
- Highest # of spaces occupied during study period: 95 out of 164 spaces (58%)
- Provided representative service provider and vendor visitation; very limited (1-3) visitors per day; primarily between 9am and 4 pm; primarily on weekdays

Comparative Data

Comparative parking generation and utilization data is available through the ITE Parking Generation Manual, 4th Edition. The ITE manual provides such data under Land Use 252 (Senior Adult Housing), as follows:

- Average weekday* parking generation rate = 0.59 vehicles/unit (128 units = 76 total stalls occupied)
* Saturday and Sunday data not available in the ITE manual

A limited parking study conducted by RLC in March 2017 (attached hereto for reference) examined 14 occupied and operational RLC facilities after 6:00PM on a week night. The March 2017 study concluded that the average number of vehicles parked per unit after 6:00PM was 0.54 (highest was 0.73 and lowest was 0.25).

The June 9-17, 2018 study results compare to the data referenced above as follows:

Average Parking Utilization (vehicles/unit):

	Weekday	Weekend	Weekday (6-8 PM)
ITE Manual*	0.59	n/a	n/a
Sherrill Hills *	0.74	0.68	0.72
Capital Oaks *	0.65	0.63	0.64
RLC 2017 Study **	n/a	n/a	0.54

* Basis = 128 units ** 14 locations, # of units vary

The June 9-17, 2018 study results provided herein are relatively comparative and relatively consistent with published ITE data for weekday parking generation rates per unit, likewise, are relatively comparative and consistent with the referenced March 2017 study for weekday 6-8 PM parking generation rates per unit.

Conclusions

The primary conclusion of this study, including the assessment of comparative parking data for senior adult housing, is that the average demand number of vehicles parked per unit at a fully occupied Resort Lifestyle Community is below 1.0, and can be estimated to be significantly lower, typically 0.63 to 0.74 occupied spaces per unit or approximately 25-35% less than the number of units in the community. The results are consistent with ITE published data which suggests a somewhat lower average weekday parking utilization rate of 0.59 parked vehicles per unit for planning purposes.

Additional conclusions based on the data collected in this study are:

- Average hourly parking utilization rate (per space basis): 50% to 55% for the two sites.
- Typical peak employee staffing period at an operational facility is on a weekday and does not significantly affect parking demand (11:00 AM and 2:00 PM; 12-18 staff).
- Total number of RLC employees (typically 30-45) does not materially affect parking demand due to the use of multiple and staggered shift times, primarily established around meal services.
- Typical daily visitation by vendors, independent service providers, friends and family at an operational facility does not significantly affect parking demand.
- On average, 40% or more RLC residents do not own vehicles, do not drive and do not contribute to parking demand.

Lastly, the average of vehicles parked per unit from 6:00 PM to 8:00 PM was determined to be between 0.63 to 0.68 for the two sites. This data falls within the threshold of the parking analysis prepared in March 2017 by Resort Lifestyle Communities. Therefore, the analysis prepared in 2017 is validated by the data/analysis prepared in this document.



Resort Lifestyle Communities conducted a survey in March, 2017, to calculate the number of vehicles in the parking lot of each RLC community after 6:00 PM on a week night, the results of which are below.

Community Parking Survey - March 2017							
Community	Number of Units	Number of residents	Total Parking Stalls	Number of Parking Stalls Per Unit	Number of Vehicles on Site	Percentage of parking stalls used	Number of Vehicles on Site Per Unit
Stone Oak	125	132	162	1.30	81	50%	0.65
Lakeline Oaks	128	142	154	1.20	76	49%	0.59
Capital Oaks	128	136	162	1.27	93	57%	0.73
Maple Ridge	129	110	165	1.28	40	24%	0.31
Savannah Pines	119	145	129	1.08	75	58%	0.63
Provident Crossings	128	141	160	1.25	56	35%	0.44
Reflection Ridge	119	119	166	1.39	55	33%	0.46
Bradford Square	128	40	160	1.25	32	20%	0.25
Oak Park	128	25	132	1.03	58	44%	0.45
River Stone	116	126	170	1.47	80	47%	0.69
Sherrill Hills	128	148	163	1.27	90	55%	0.70
Emerald Oaks	128	137	162	1.27	75	46%	0.35
Robinwood	142	138	154	1.08	100	65%	0.70
Walnut Grove	129	110	105	0.81	45	43%	0.35
AVERAGE	127	118	153	1.21	68	45%	0.54

Additional Information:

- Approximately 40% of all RLC community residents do not drive or do not own a vehicle upon the commencement of occupancy.
- During the peak usage period of 11:00 am to 3:00 PM when approximately 20 employees are located on site, average parking stall usage increases but remains less than one vehicle per unit.

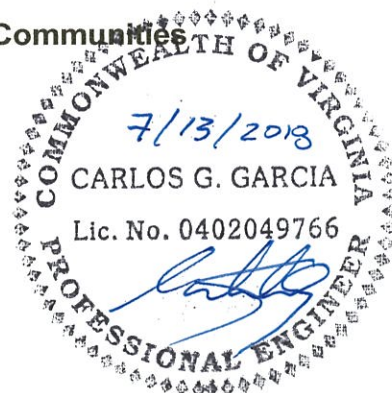


Trip Generation Assessment - Resort Lifestyle Communities

Prepared For:
Mr. Bob Lewis
Director of Development
Cameron General Contractors

Prepared By:
Carlos G. Garcia, P.E.
Bowman Consulting Group

July 13, 2018



As requested, Bowman Consulting has completed a trip generation assessment at two fully occupied Resort Lifestyle Communities to determine average trip generation rates.

Background

Cameron General Contractors (CGC) develops and constructs Resort Lifestyle Communities (RLC) throughout the country. Resort Lifestyle Communities are 55+ luxury independent living facilities that cater to local clientele that have typically lost a spouse, lost the ability to drive, or downsized. Each facility provides residents with an all-inclusive service, amenities, and dining arrangement, diminishing the normal need to travel outside the home for goods and services.

The design and operations of Resort Lifestyle Communities are prototypical and thus each of the 22 current nationwide facilities are nearly identical in terms of floorplan layout and number of units (128-130 units).

The purposes of this trip generation analysis are to:

1. Determine the average number of vehicular trips per unit, and vehicular trips generated at peak hours, for a fully occupied and operational Resort Lifestyle Community facility for am peak, pm peak, weekend peak and daily traffic conditions. This data may then be utilized as a guide for trip generation purposes associated with planning and permitting RLC developments.
2. Determine if results are consistent with similar trip generation data documented in the ITE Trip Generation Manual, 10th Edition.

Site Selection

For the preparation of this assessment, two Resort Lifestyle Communities were selected that represent typical and prototypical RLC facilities. The two sites evaluated are:

Sherrill Hills - Knoxville, Tennessee (271 Moss Grove Boulevard)

This 128-unit community is currently fully occupied and operational. The community has 145 residents (1.13/unit) that are supported by a total staff of 36 employees on a multi-shift basis.

Capital Oaks - Raleigh, North Carolina (6498 Ray Road)

This 128-unit community is currently fully occupied and operational. The community has 156 residents (1.22/unit) that are supported by a total staff of 45 employees on a multi-shift basis.

Study Methodology

The methodology utilized for this study was based on the collection of entering/exiting traffic data at each fully occupied community during an average week. The procedures and evaluation for this assessment are in accordance with the Institute of Traffic Engineers (ITE) Trip Generation Manual, 10th Edition, publication. ITE is the leading resource for such data and provides traffic and parking related data for numerous land use and building types. Over 4,000 studies were aggregated for the data presented in current manual editions. ITE data is normally accepted by most city, county, state and other jurisdictions as the method used to model traffic and parking related data for growth management and project approvals.

Trip Generation Data Collection

Field survey observations were completed in Raleigh from Saturday June 9, 2018 to Friday June 22, 2018, and in Knoxville from Monday, June 13, 2018 to Tuesday, June 26, 2018. This study enabled data collection for a total of two Monday-Friday time periods at each site, as well as two Saturdays and Sundays. The traffic count data collected was summarized and is presented at the end of this document as an attachment.

Questionnaires were also distributed to each facility to collect resident, staffing, and visitor data to ascertain on-site vehicle data, peak employee shift times, and assess the significance of visitation on traffic generation.

Data Summary and Evaluation

Based on data collected and the results of the trip generation assessment, the following results can be highlighted.

Sherrill Hills - Knoxville, Tennessee (271 Moss Grove Boulevard)

- Average Trip Generation Rates (per unit) AM/PM Peak Hours: 0.14 / 0.28
- AM and PM peak hour trips generated: 18 AM Peak/36 PM Peak
- Average Trip Generation Rate (per unit) – Weekday: 3.16
- Average Daily Trips generated – weekday: 405
- Average Trip Generation Rate (per unit) – Weekend: 2.66
- Average Daily Trips generated – weekend: 340
- Peak hours of adjacent street traffic: 7:45 am to 8:45 am & 4:00 pm to 5:00 pm weekdays
- % of residents that do not own a vehicle: 52%
- Peak staffing: Ranged from 13 to 18 staff at peak; primarily on weekdays only (11:00 am to 2:30 pm)
- Deliveries: Average 1 truck/day (truck sizes and delivery times vary daily)

Capital Oaks - Raleigh, North Carolina (6498 Ray Road)

- Average Trip Generation Rates (per unit) AM/PM Peak Hours: 0.10 / 0.12
- AM and PM peak hour trips generated: 13 AM Peak/15 PM Peak
- Average Trip Generation Rate (per unit) – Weekday: 2.52
- Average Daily Trips generated – weekday: 323
- Average Trip Generation Rate (per unit) – Weekend: 2.73
- Average Daily Trips generated – weekend: 349
- Peak hours of adjacent street traffic: 7:45 am to 8:45 am & 5:15 pm to 6:15 pm weekdays
- % of residents that do not own a vehicle: 67%
- Service provider/vendor visitation: 1-3 visitors per day; primarily weekdays (9:00 am – 4:00 pm)
- Deliveries: Average 2-3 trucks/day; primarily box trucks (9:00 am – 3:00 pm)

Comparative Data

Comparative trip generation data is available through the ITE Trip Generation Manual, 10th Edition. The ITE manual provides such data under Land Use 252 (Senior Adult Housing), as follows:

- Average weekday* trip generation rate = 3.70 vehicles/unit (128 units = 474 total trips generated)

The June 9 - 26, 2018 study results compare to the data referenced above as follows:

Average Trip Generation Rates (vehicles/unit):

	Weekday	AM Peak	PM Peak	Saturday	Sunday
ITE Manual*	3.70	0.20	0.26	3.23	3.14
Sherrill Hills•	3.16	0.14	0.28	2.56	2.66
Capital Oaks *	2.52	0.10	0.12	1.96	2.73
RLC 2 Site AVG*	2.84	0.12	0.20	2.26	2.70
RLC % of ITE Rate	76.8%	60.0%	77.0%	70.0%	86.0%

* Basis = 128 units

The trip generation rate derived above in conjunction with a study of the directional nature of the traffic volumes yields the tables below. These traffic volumes are projected during the peak hour of the adjacent street traffic.

Weekday Average Peak Hour Traffic Volumes Generated (vehicles/hour):

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
ITE Manual*	9	17	26	18	15	33
Sherrill Hills•	11	7	18	21	15	36
Capital Oaks *	6	7	13	9	6	15
RLC 2 Site AVG*	9	7	16	15	11	26
RLC % of ITE Rate	100%	41.2%	61.5%	83.3%	73.3%	78.8%

* Basis = 128 units

Average Daily Traffic Volumes Generated (vehicles/day):

	Weekday			Weekend		
	In	Out	Total	In	Out	Total
ITE Manual*	237	237	474	207	207	414
Sherrill Hills•	204	201	405	187	195	382
Capital Oaks *	160	163	323	167	169	336
RLC 2 Site AVG*	182	182	364	177	182	359
RLC % of ITE Rate	76.8%	76.8%	76.8%	85.5%	87.9%	86.7%

* Basis = 128 units

The June 9-26, 2018 study results provided herein demonstrate that based on two prototypical RLC facilities with full occupancy, weekday AM and PM peak hour trip generation, as well as average daily traffic volumes, is typically less than published ITE data.

Conclusions

The primary conclusion of this study, including the assessment of comparative ITE trip generation data for senior adult housing, is that vehicular trips generated at a fully occupied Resort Lifestyle Community is between 60%-86% of the closest comparable ITE trip generation rates for Senior Adult Housing.

This lower trip generation rate is consistent with the changes in the senior adult living industry. RLC communities are offering a broader range of in-house amenities to compete in the industry including full dining and concierge services. These amenities reduce the need to travel off-site, thereby reducing the external trip generation from the site.



COMMENT REQUEST FORM

The Fitchburg Plan Commission or the Board of Appeals will be considering action on the application described below. Your department's review and comments are requested. If additional space is needed, please attach extra sheets for your comments.

APPLICANTS NAME: Robert Shea

PROPERTY ADDRESS: TBD – Fitchrona Road

PROPERTY LOCATION: Lot 12 Orchard Pointe

TYPE OF REQUEST: CDP-Amendment to Orchard Pointe CDP

FILE NO. CDP(A)-2267-19

EXPLANATION OF REQUEST: Applicant is requesting an amendment to the existing Orchard Pointe Comprehensive Development Plan. The amendment will allow for a 130-unit independent senior living apartment building. See submittal for details. Plans are available for viewing on the 3rd floor light table.

Comments requested from the following departments:

- ☒ Assessing
- ☒ Building Inspection
- ☒ Fire
- ☒ Parks
- ☒ Police
- ☒ Public Works
- ☒ Economic Development

Other:

- ☒ Mayor Gonzalez
- ☒ City Administrator Pat Marsh
- ☒ Ald Clauder
- ☒ Ald Hartmann
- ☒ Light table

COMMENTS: _____

Signature _____ Please return to Planning Dept. by 4pm on Friday January 25, 2018



Scott Endl, Director
Parks, Recreation and Forestry
5520 Lacy Road
Fitchburg, WI 53711-5318
Phone: (608)270-4288
Scott.Endl@fitchburgwi.gov

Memo

To: Sonja Kruesel – City Planner

From: Endl – PRF

Ref.: Comments for CDP (A)-2267-19 - Orchard Pointe - Lot 12

Date: January 28, 2019

Please be aware that the below information would apply to this development.

- Parkland Dedication per Ordinance 24-2(d)(2)(a); Dedication of parks, playgrounds, recreation and open spaces – 2,900 square feet per dwelling unit. 130 units x 2,900 square feet = 377,000 square feet (8.65 acres).
- Fee in lieu of Parkland Dedication per Ordinance 24-2(d)(2)(e); \$4,330 (2018 rate) per dwelling unit or approximately \$65,000 per acre of deficiency.
 - 130 units x \$4,330 = \$562,900 fee in lieu of parkland dedication
- Parkland Improvement fee per Ordinance 24-15(d)(5), 22-647(2); \$160 (2018 rate) per Multi-family dwelling unit. 130 units x \$160 = \$20,800.
- Street Frontage for Parks per Ordinance
 - Section 24-9(i) (2) of the City's Land Division Ordinance.

The Council, upon receiving a recommendation from the Parks Commission and Plan Commission, shall have the authority to allow alternative dimensions for frontages and the park if it can be found that the objectives of access and visibility can be fulfilled.

Please feel free to contact me with any questions.

Respectfully,
Scott Endl

February 11, 2019

Sonja Kruesel
Lisa McNabola
City of Fitchburg
5520 Lacy Road
Fitchburg, WI 53711-5318

RE: Orchard Pointe – Lot 12
CDP (A)-2267-19
Responses to 1st review comments

Dear Mmes. Kruesel and McNabola:

Please see below for responses to the comment letter dated February 4, 2019.

General Comments

1. Concurrence from utilities (gas, electric, cable, phone) will need to be provided with regards to the utility easement locations shown on any future plat/CSM. A letter from the utilities will be required.
Response: Letters from the referenced utility companies will be provided as soon as they become available.

Transportation Comments

1. A driveway permit will not be required unless the existing driveway is to be altered.
Response: At this time, the existing driveway is not proposed to be altered.
2. A permit to excavate in Right of Way will be needed for the water connection.
Response: We will make sure to obtain all of the relevant permits for any excavation relate to the water connection.
3. The trip generation rates for Use 814 Variety Stores do not match with the current 10th Addition ITE Trip generation (2017). City recognizes there will be a reduction in traffic impact given proposed development, but the tables should reflect current rates for development. BB
Response: The trip generation rates for Land Use 814 and Land Use 862 were taken directly from the original approval. The trip generation rates for both of these land uses will be updated to the current ITE Trip Generation, 10th Edition to further reflect the updated reduction in traffic due to the proposed development.

4. Markup of Table 1 does not match the narrative. BB
Response: Table 1 was referenced from a previous Amendment. Table 1 will be revised to reflect the current Amendment and the associated narrative.
5. Residents in Wisconsin love their cars. Have parking studies for RLC been verified in regions like Wisconsin? (BB)
Response: The Resort Lifestyle Communities Parking Demand and Utilization Assessment analyzed data at two sites located in Tennessee and North Carolina. The data from these two sites concluded that the average demand number of vehicles parked per unit at a fully occupied RLC facility is typically 0.63 to 0.74 occupied spaces per unit. The proposed development includes 150 parking spaces (i.e., 1.15 parking spaces per unit), which should be sufficient to account for changes in demand that may vary by state. Recent Cameron General Contractors projects in Michigan have approved similar ratios of parking spaces per unit.

Water Main and Sanitary Sewer Comments

1. Water impact fees shall be paid prior to issuance of a building permit. These fees will be included with the building permit fee.
Response: We will make sure to pay any water impact fees along with the building permit fees.
2. A private sanitary sewer maintenance agreement is required for Lots 1 and 2.
Response: A sanitary sewer maintenance agreement for Lots 1 and 2 will be executed.
3. A water main easement is needed for the water service laterals to Lot 1 and Lot 2 near the right-of-way. Please contact Tracy Foss, with Public Works, to review requirements.
Response: A 20-foot wide water main easement has been added to the service laterals near the right-of-way, on the attached Site Plan.
4. Is all the water main required around the building? Please verify with the Fire Department.
Response: We will coordinate with the Fire Department to see if a portion of the water main loop can be reduced.
5. A separate water valve is needed for the water service to the building just past the last hydrant.
Response: A separate water valve has been added to the attached Site Plan as requested.
6. Please add the following notes to the site plan:
 - a. Per City Ordinance, Contractors are not allowed to operate City owned valves. The Contractor shall call the Fitchburg Utility at 270-4270 for operation of these valves.
 - b. Safe sample results need to be provided to the Fitchburg Utility prior to pressure testing the private water mains.

- c. It is the contractor's responsibility to verify that the existing valves will hold the pressure test prior to connection. The City is not responsible for any costs incurred due to the contractor not verifying that the existing valve will hold the pressure test prior to connection. If a new valve is required, the applicant will be required to install one at their expense at the point of connection.
- d. All water main shall be 8" in size between the public water main up to private hydrants. In addition, all work on private water mains between the public water main up to and including private hydrants shall be performed in accordance with the latest edition to the City of Fitchburg Standard Specifications for Public Works Construction.
- e. A street opening permit is required for all work within the right-of-way.

Response: All of the notes have been added to the attached Site Plan.

Erosion Control and Stormwater Management (ECSWM) Comments

1. A new Erosion Control & Storm Water Management permit application will need to be submitted to the Fitchburg Public Works Department for review and approval if land disturbance will exceed 4,000 s.f. The ECSWM application and information on requirements can be found at: <http://www.fitchburgwi.gov/231/ECSWM-Requirements>.

Response: We will submit a new Erosion Control and Storm Water Management permit application for review and approval, if appropriate.

2. A stormwater facility maintenance agreement (recorded at the Dane County Register of Deeds office) will be required for the necessary private stormwater management practices approved by the City (e.g. private storm sewer, rain gardens, etc.). A template for the agreement can be found at: <http://www.fitchburgwi.gov/231/ECSWM-Requirements>.

Response: We will execute and record a stormwater facility maintenance agreement, as required.

3. The owner(s) would be eligible for up to a 50% reduction in stormwater utility rates for the proposed stormwater practices. The following link: <http://www.fitchburgwi.gov/230/Credit-Opportunities> provides the application form and details on this program.

Response: We appreciate the link and the opportunity for up to 50% reduction in stormwater utility rate in conjunction with the infiltration facility.

4. If infiltration is required to meet the ECSWM requirements, follow the DNR's Site Evaluation for Stormwater Infiltration (1002) guidelines to determine the infiltration rate used for modeling prior to submitting the Stormwater Report.

Response: We will comply with the guidelines, if applicable.

5. The impervious area calculation should be for the area being developed, excluding the portion outside of the original Parcel 300. The area of Lot 2 should not be included in the denominator of that calculation because it is not being developed at this time. (CG)

Response: The calculation has been updated on the attached Site Plan as requested.

6. For clarification, pre-treatment is required for runoff from parking lots and roads prior to infiltration per state code NR 151.12(5)(c)4. If *only* roof runoff is directed to the infiltration facility, then pre-treatment is not required. (CG)

Response: We anticipate only roof runoff will be directed into the infiltration facility and the parking lot runoff will bypass the facility and will be discharged directly into the existing storm drainage system.

7. Roof runoff needs to be directed to the infiltration basin. (CG)

Response: We will update the storm layout to convey roof runoff to the infiltration basin.

8. Oil and grease control will also be required. (CG)

Response: An outside oil water separation structure has been added to the attached Site Plan.

9. For projects larger than 1 acre, the owner will need to submit a Water Resources Application for Project Permits (WRAPP) to the DNR to obtain construction site storm water permit coverage from DNR. The City of Fitchburg will require documentation that this has been obtained prior to construction. (CG)

Response: We will submit and obtain a WRAAP permit prior to the start of construction.

10. Basing stormwater impervious area on 11.95 acre parcel, when only developing Lot 1 (8.10 acres). BB

Response: The calculations based on Lot 1 (8.10 acres) has been updated on the attached Site Plan.

Please feel free to contact me if any questions, by email phomayouni@bowmancg.com or by phone number (312) 614-0356.

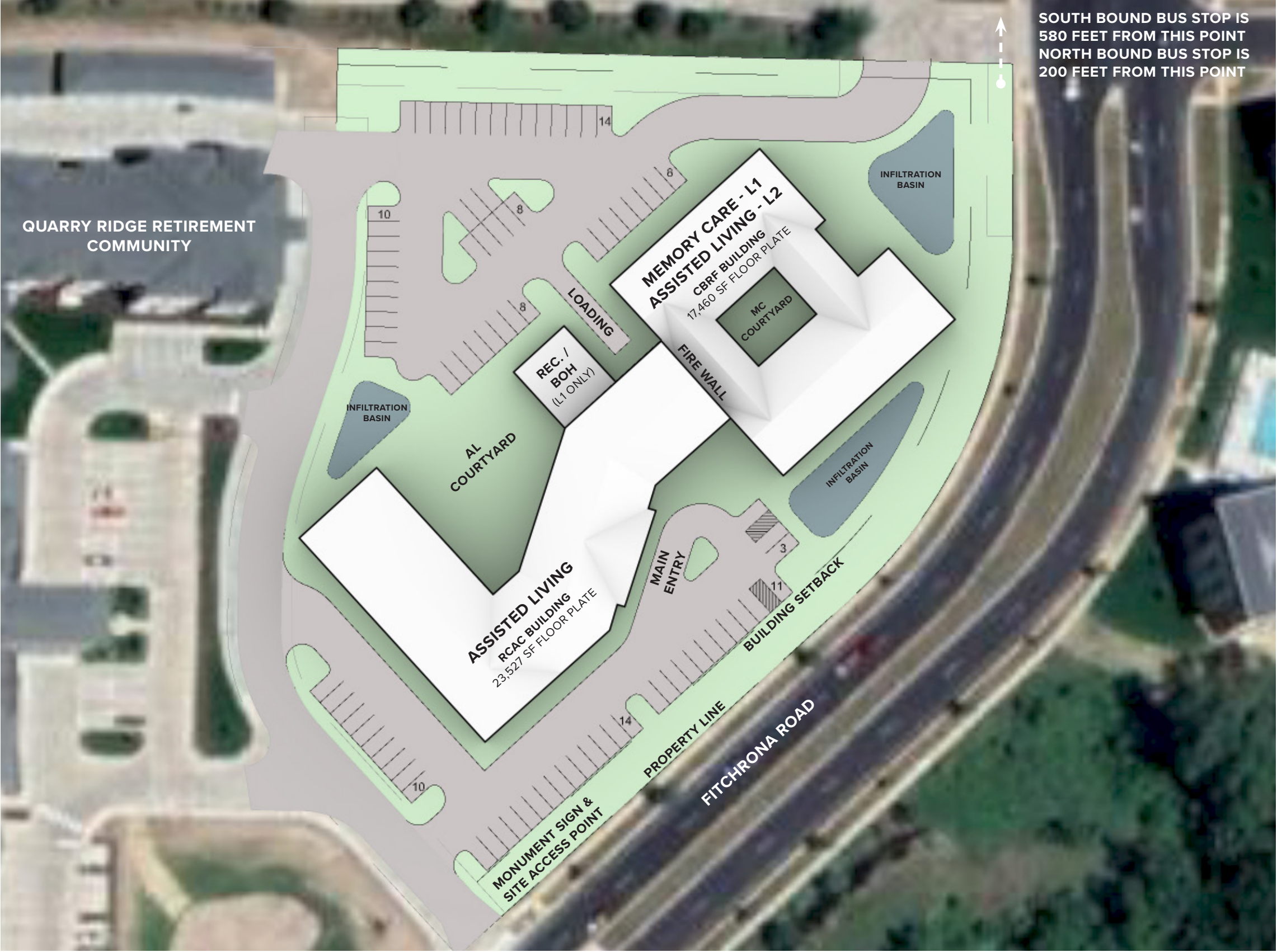
Sincerely,
BOWMAN CONSULTING GROUP, LTD



Payman Homayouni, P.E.
Principal/Senior Project Manager



Attachment 2 – Fitchburg Senior Living Proposed Site Plan



FITCHBURG SENIOR LIVING

SITE INFORMATION

SITE AREA	3.85 AC
SURFACE PARKING SPACES	86

BUILDING INFORMATION

3 STORY AL BUILDING (RCAC LICENSED)	69,080 SF
2 STORY AL STACKED OVER MC (CBRF LICENSED)	34,920 SF
BUILDING GSF	104,000 SF
BUILDING RSF	67,600 SF
TOTAL NUMBER OF UNITS	109
ASSISTED LIVING UNITS	81
MEMORY CARE UNITS	28

CONSTRUCTION TYPES

RCAC	VA
CBRF	IIB



Attachment 3 – Trip Generation Analysis Data

Land Use: 254

Assisted Living

Description

An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing in an independent living arrangement but does not require nursing home care. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation.

The complex commonly provides separate living quarters for each resident. Alzheimer's and ALS care are commonly offered at an assisted living facility. Living quarters for these patients may be located separately from the other residents.

Assisted care commonly bridges the gap between independent living and a nursing home. In some areas of the country, an assisted living residence may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Congregate care facility (Land Use 253), continuing care retirement community (Land Use 255), and nursing home (Land Use 620) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Connecticut, New Jersey, New York, Oregon, Pennsylvania, Tennessee, Texas, and Utah.

Source Numbers

244, 573, 581, 611, 725, 876, 877, 912, 1016, 1029

Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Beds: 135

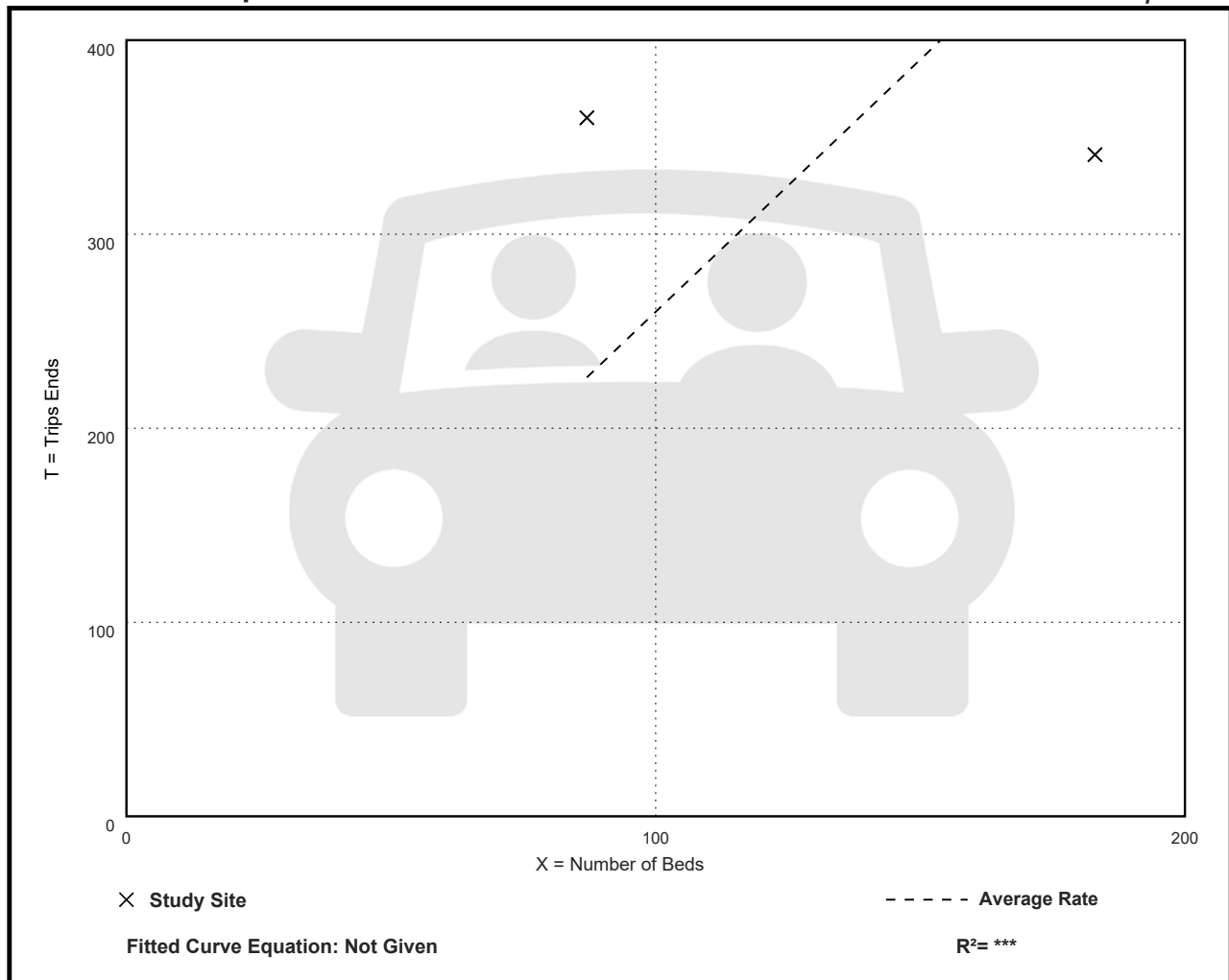
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.60	1.86 - 4.14	***

Data Plot and Equation

Caution – Small Sample Size



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

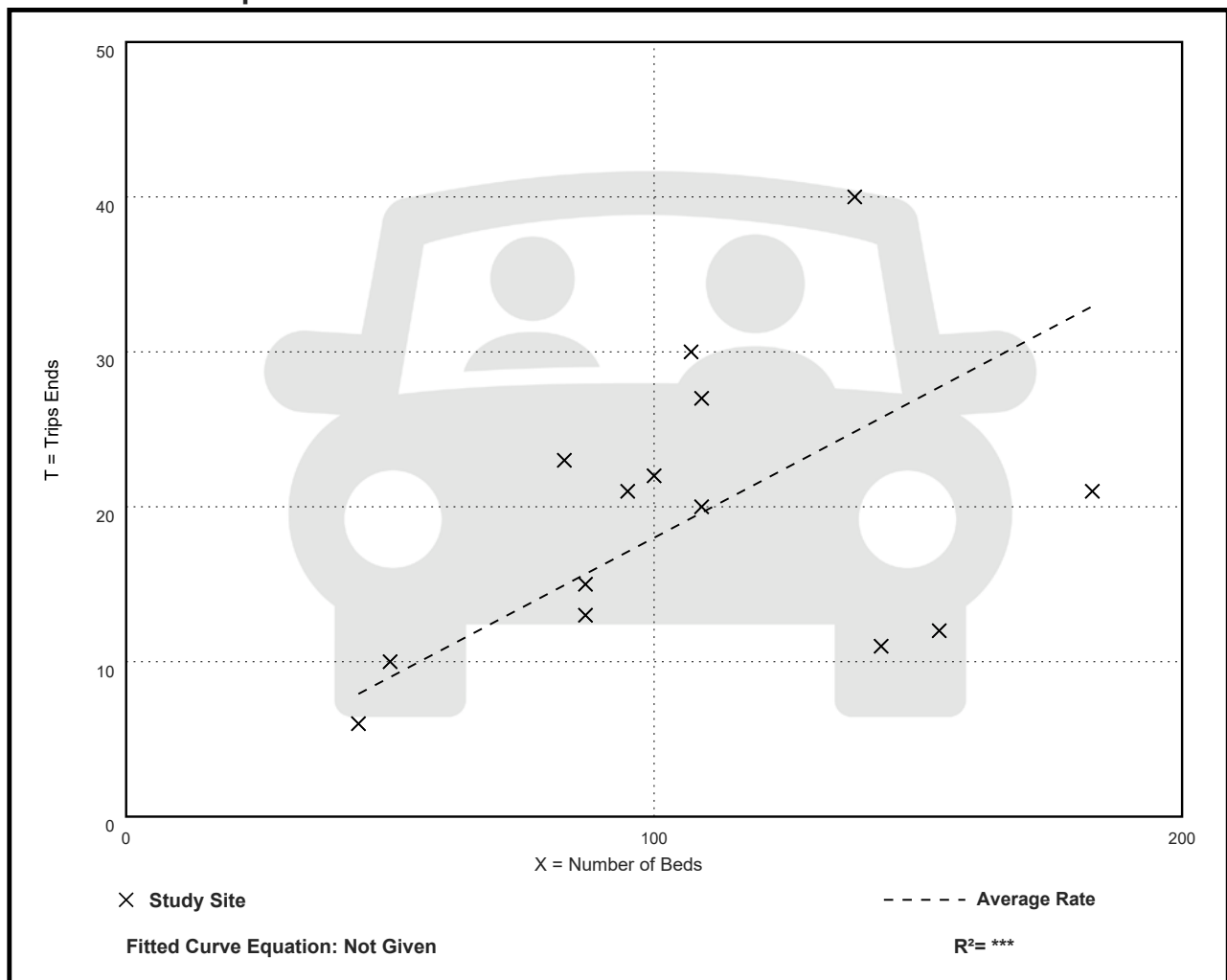
Avg. Num. of Beds: 106

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.29	0.08

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

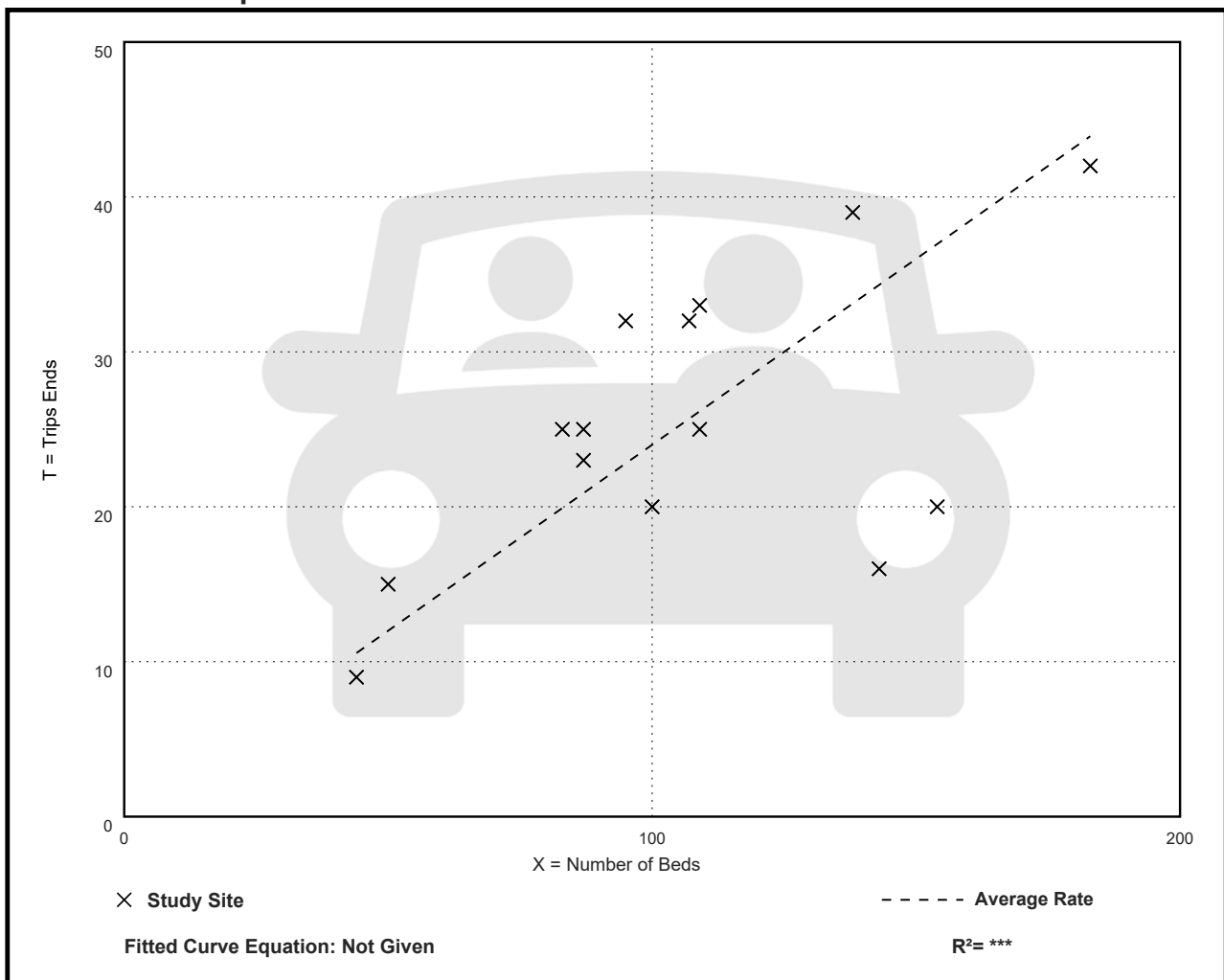
Avg. Num. of Beds: 106

Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.24	0.11 - 0.34	0.07

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 12

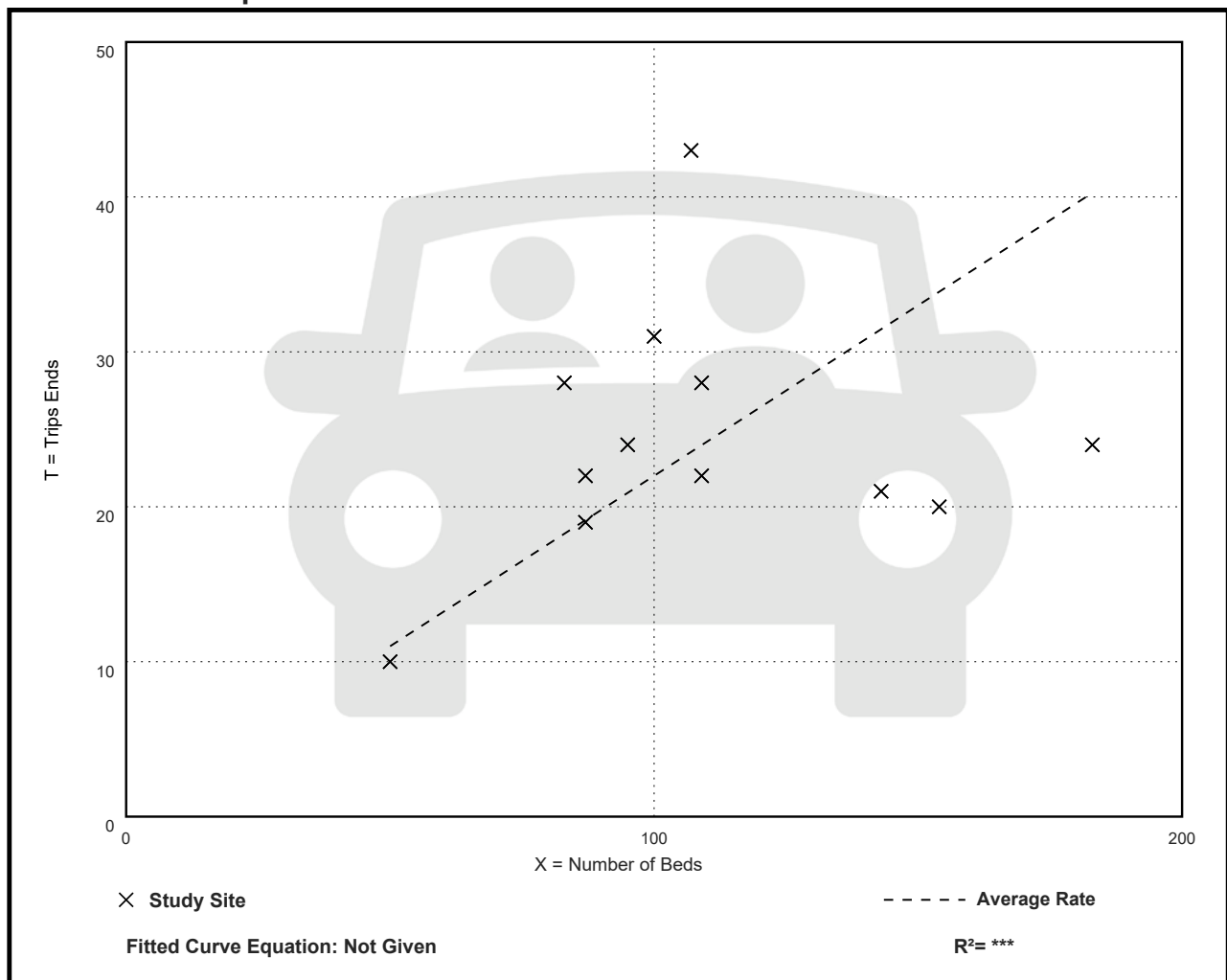
Avg. Num. of Beds: 109

Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.22	0.13 - 0.40	0.09

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 16

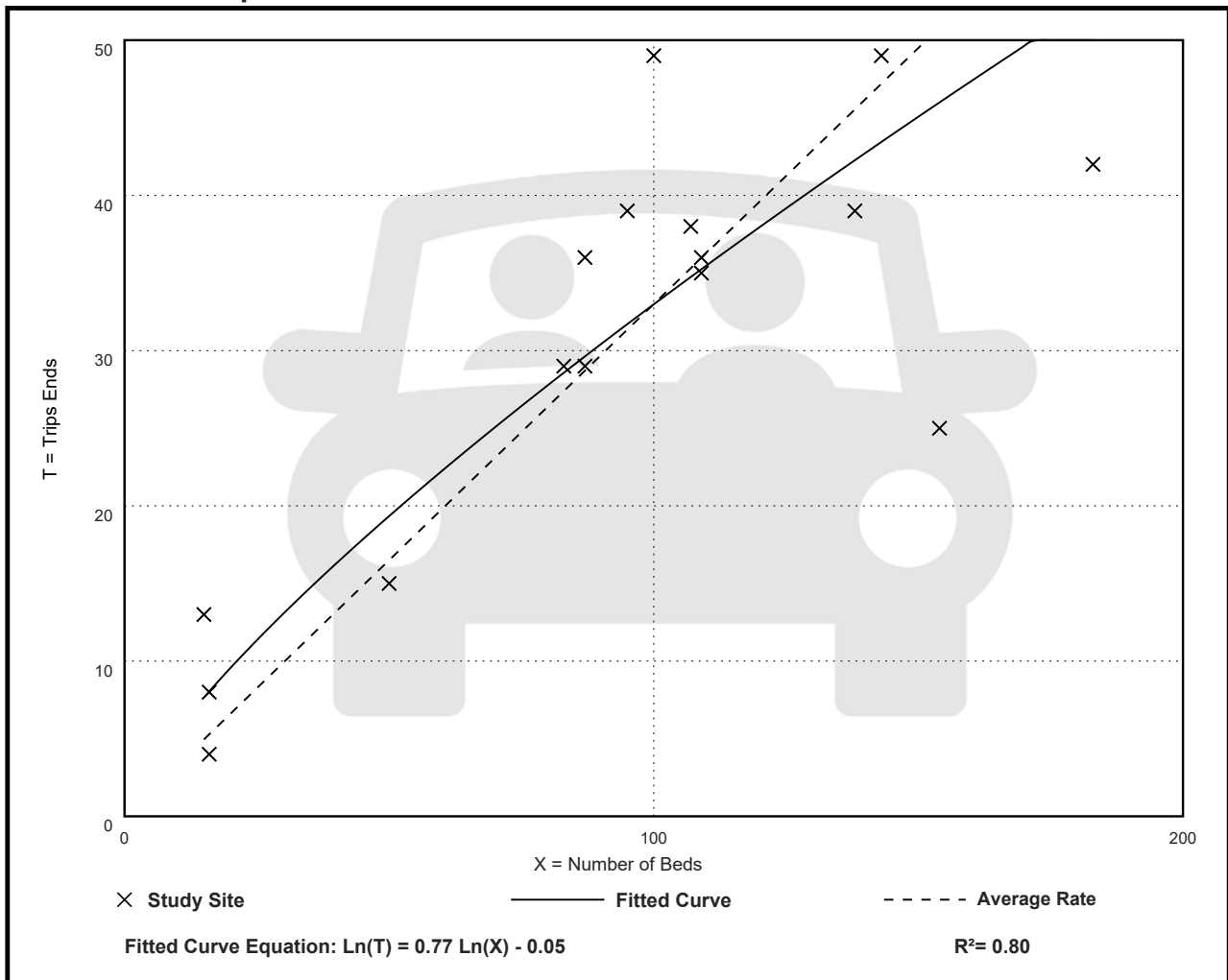
Avg. Num. of Beds: 93

Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.33	0.16 - 0.87	0.10

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Beds: 87

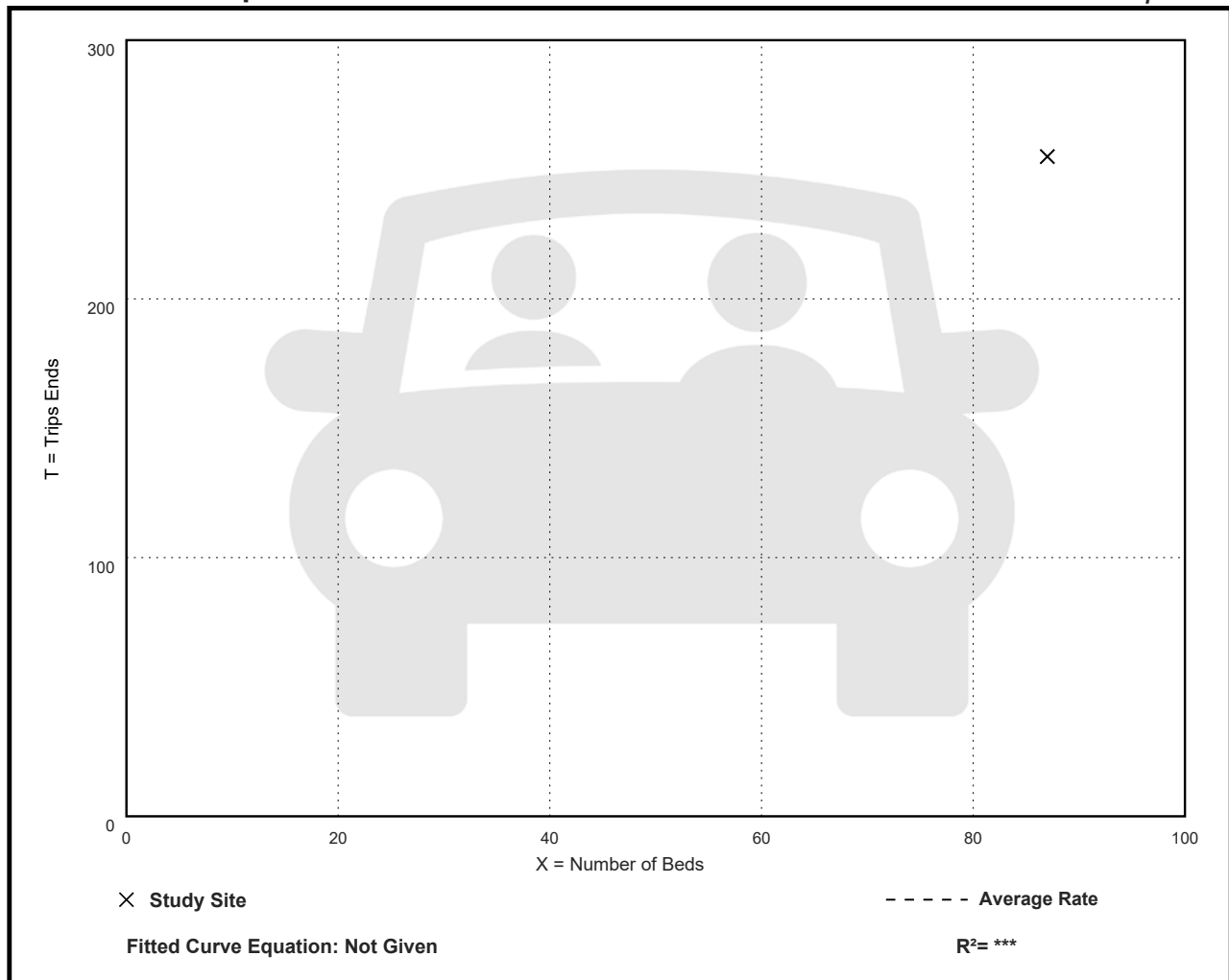
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.93	2.93 - 2.93	***

Data Plot and Equation

Caution – Small Sample Size



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

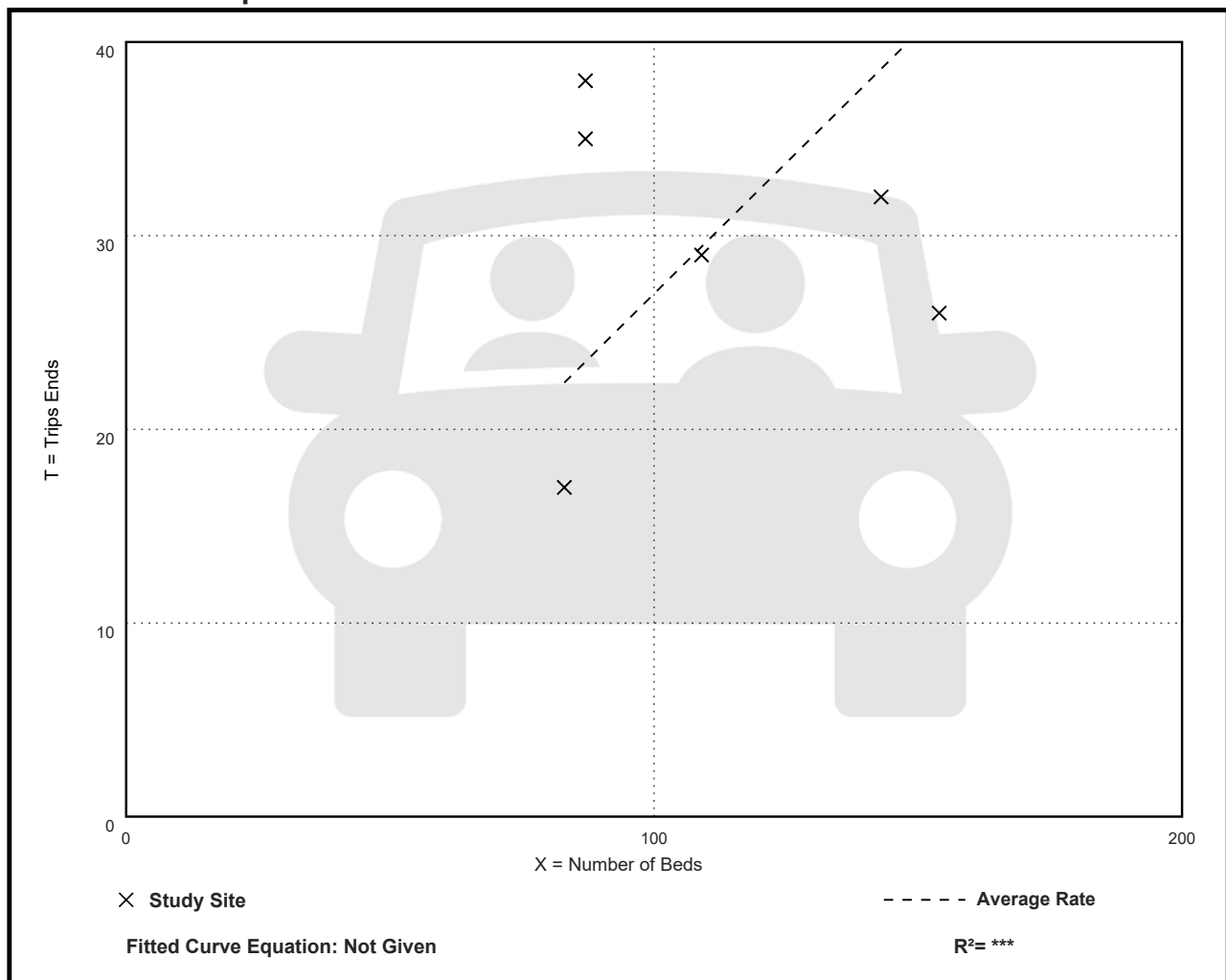
Avg. Num. of Beds: 111

Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.27	0.17 - 0.44	0.11

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Beds: 87

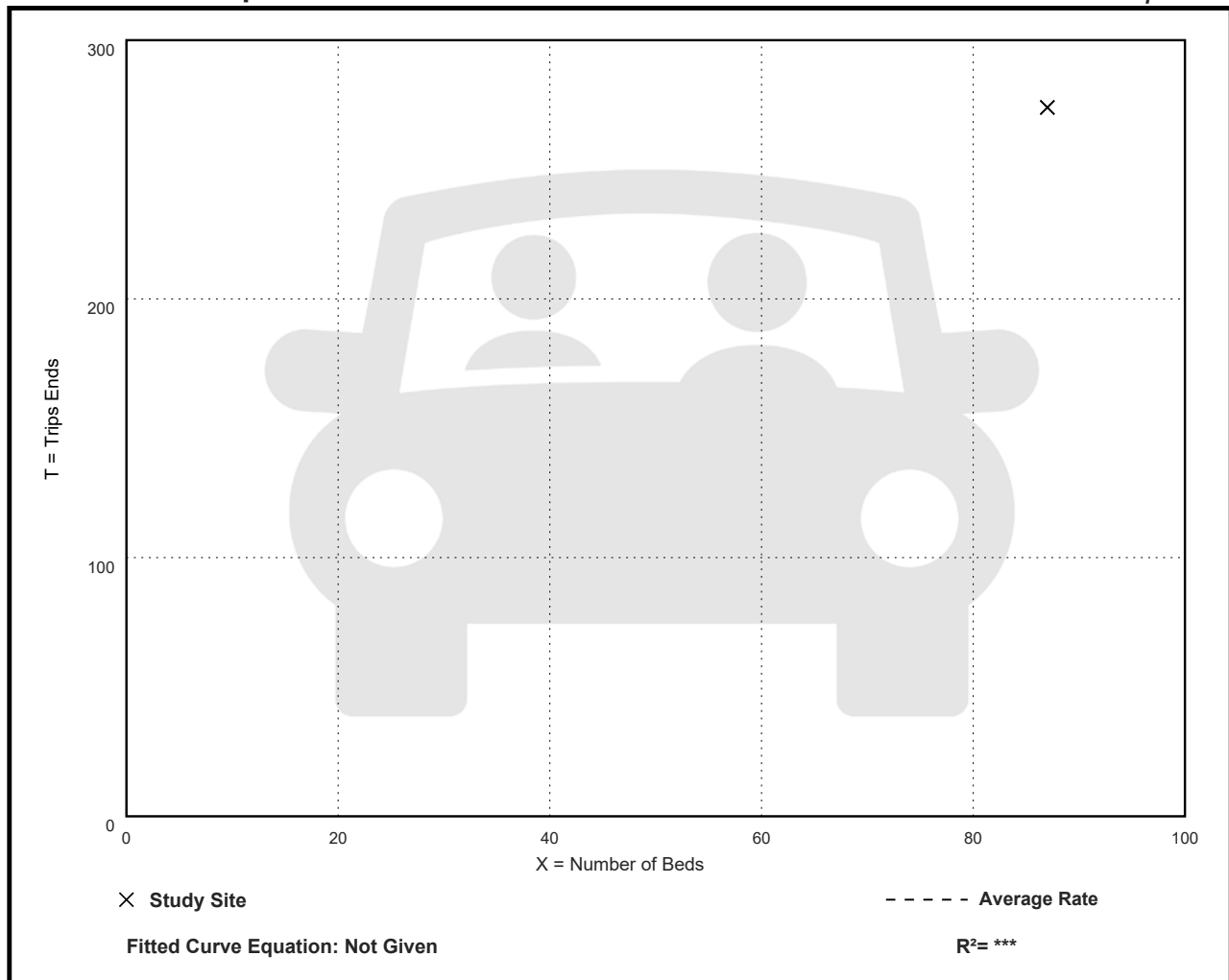
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
3.15	3.15 - 3.15	***

Data Plot and Equation

Caution – Small Sample Size



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

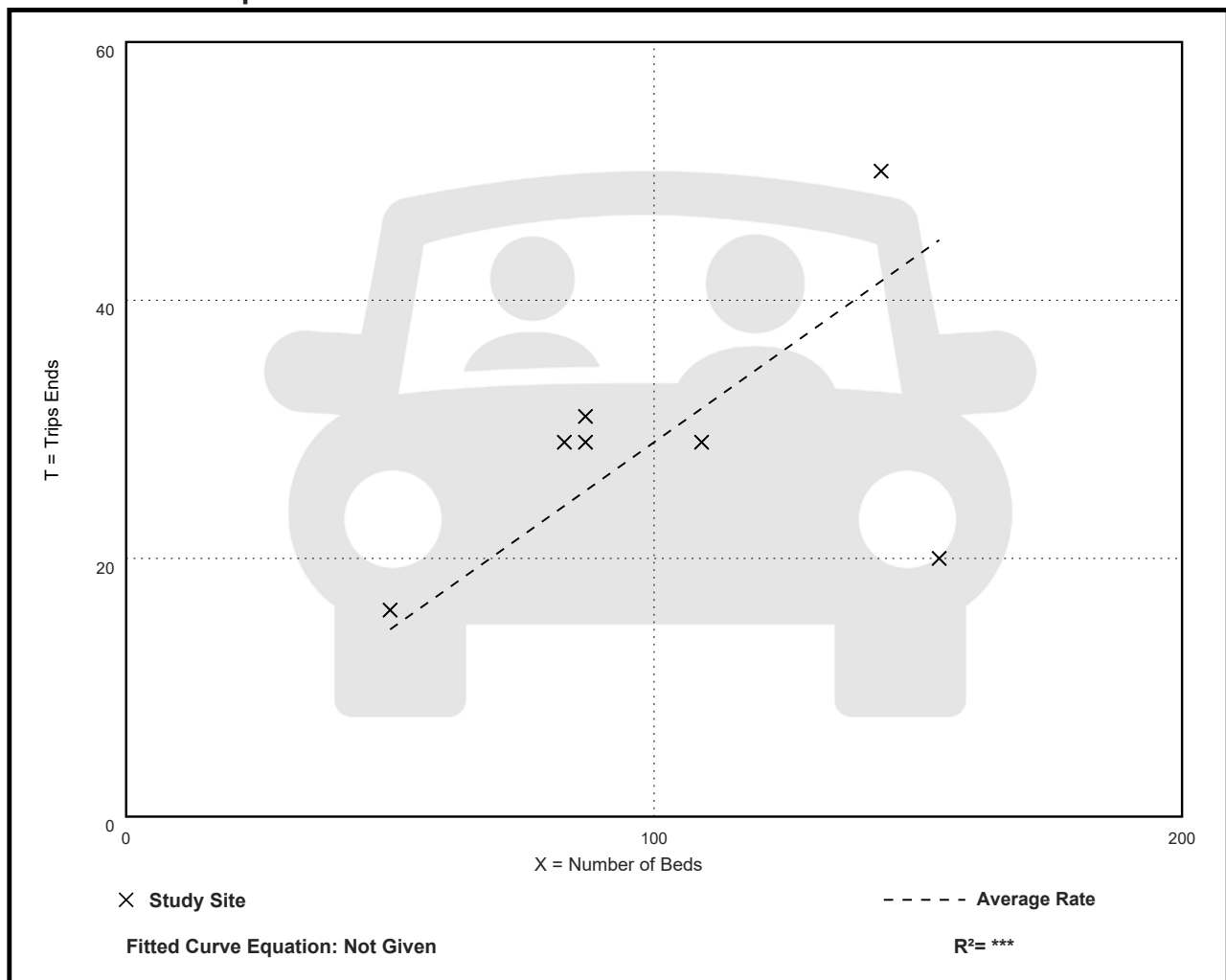
Avg. Num. of Beds: 102

Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.29	0.13 - 0.36	0.09

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

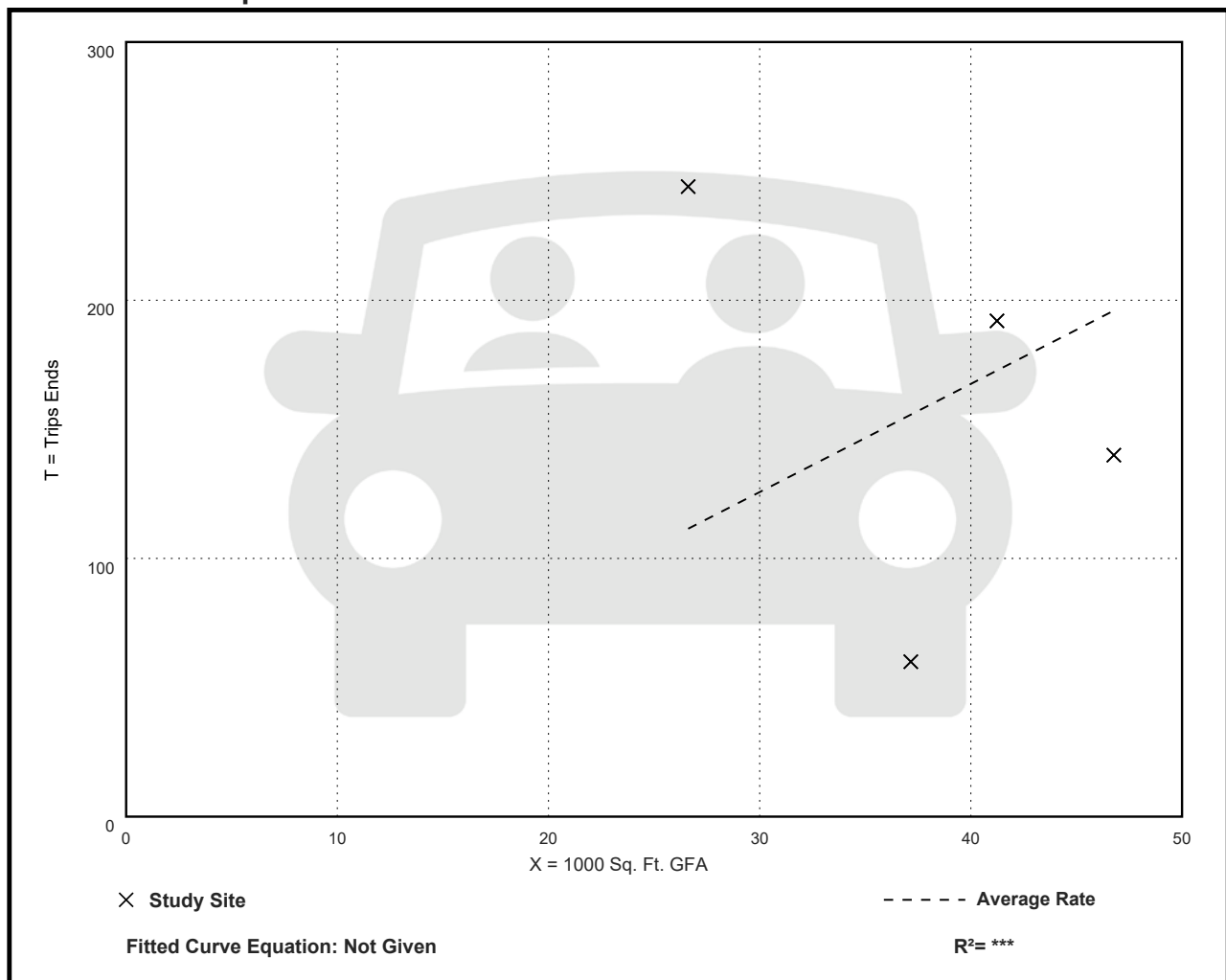
Avg. 1000 Sq. Ft. GFA: 38

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.19	1.61 - 9.17	2.94

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

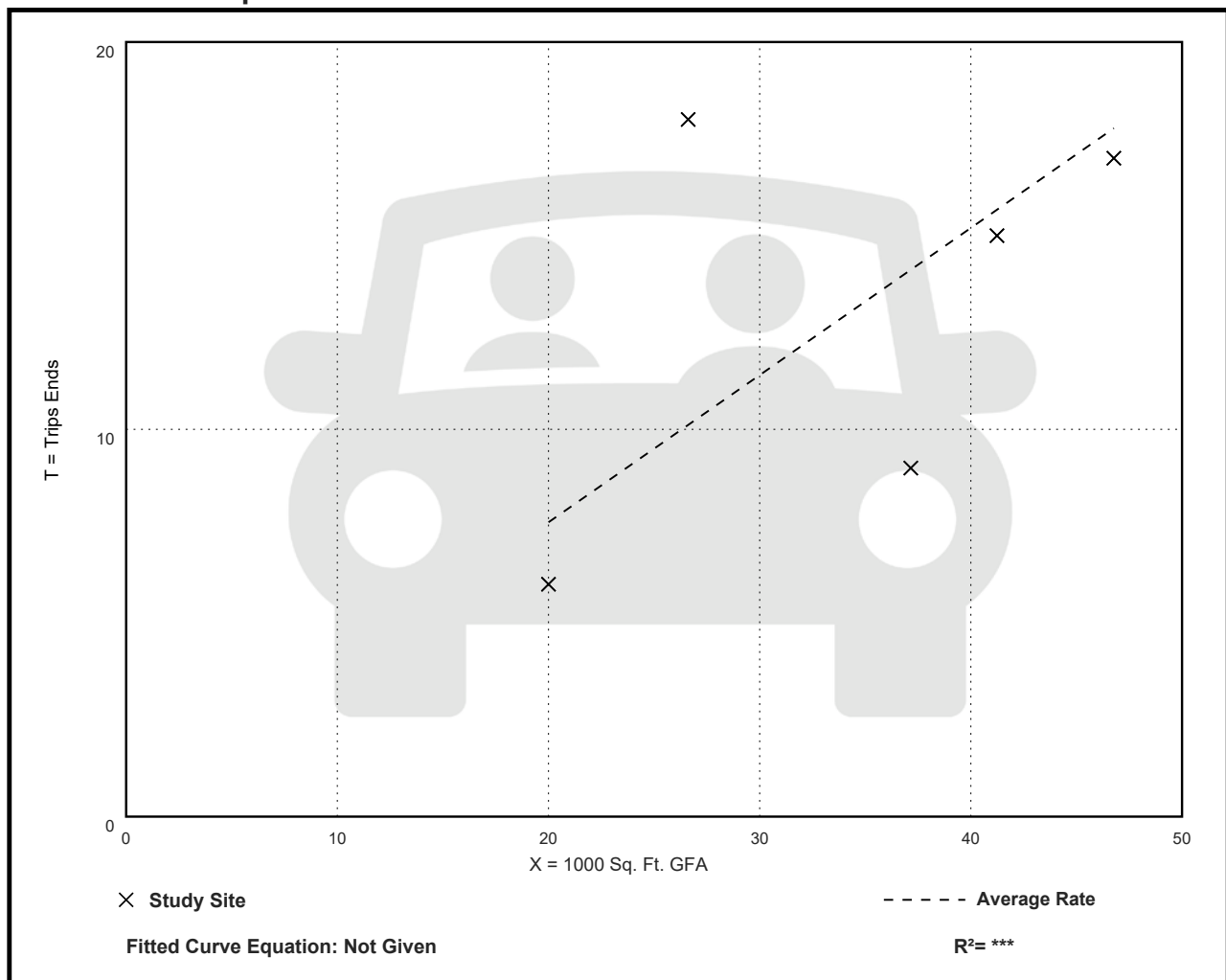
Avg. 1000 Sq. Ft. GFA: 34

Directional Distribution: 75% entering, 25% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.38	0.24 - 0.68	0.15

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

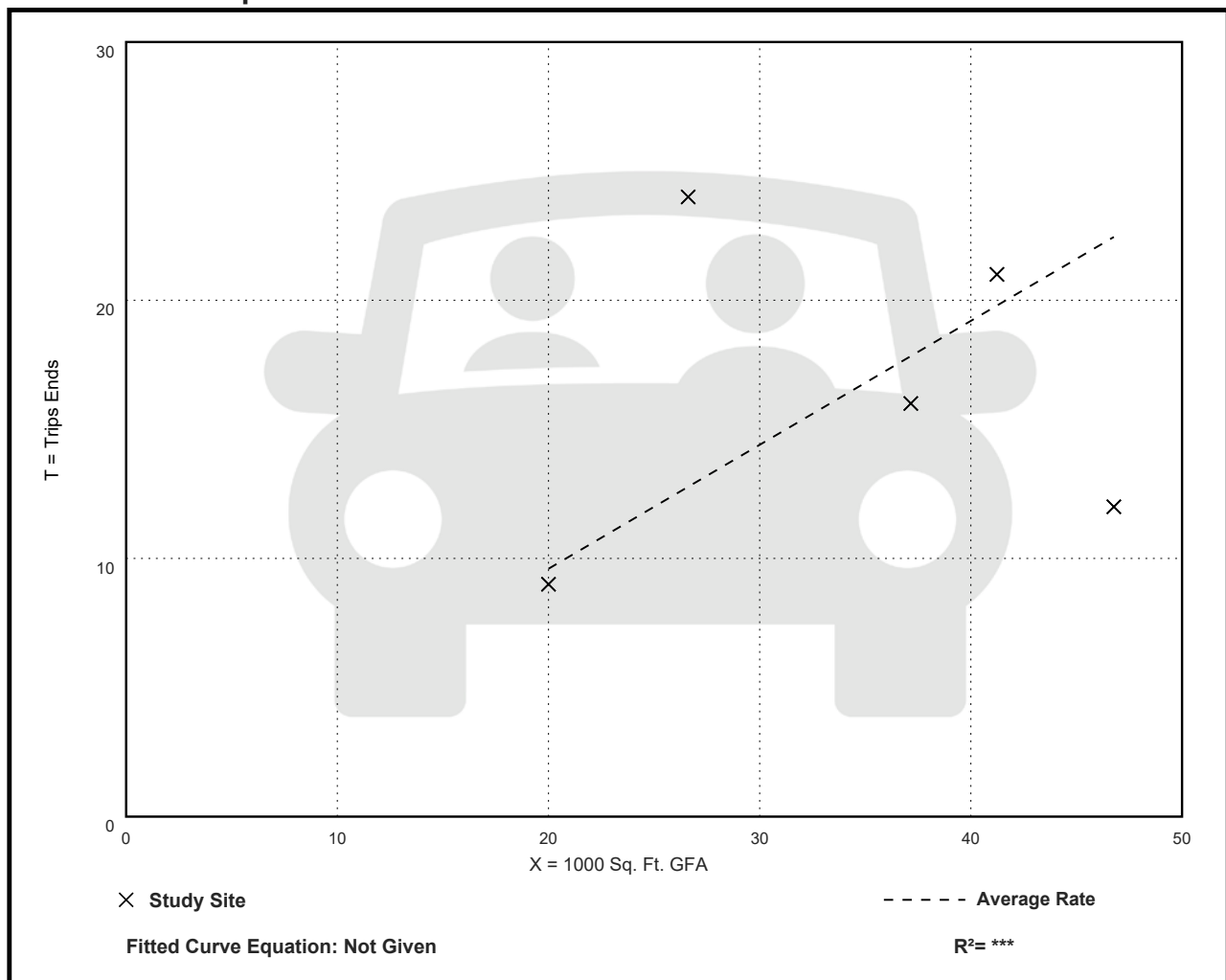
Avg. 1000 Sq. Ft. GFA: 34

Directional Distribution: 32% entering, 68% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.48	0.26 - 0.90	0.23

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

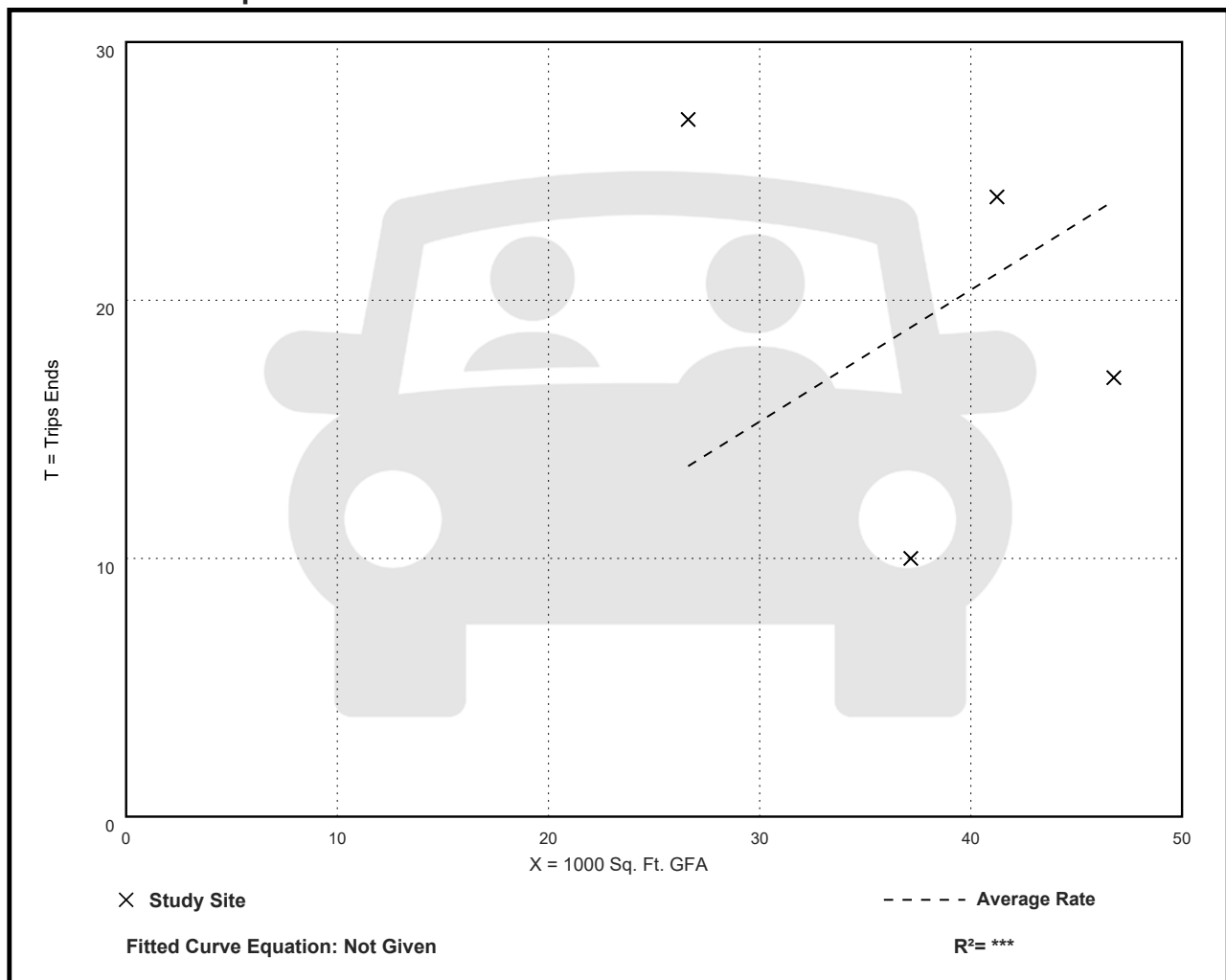
Avg. 1000 Sq. Ft. GFA: 38

Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.51	0.27 - 1.01	0.30

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

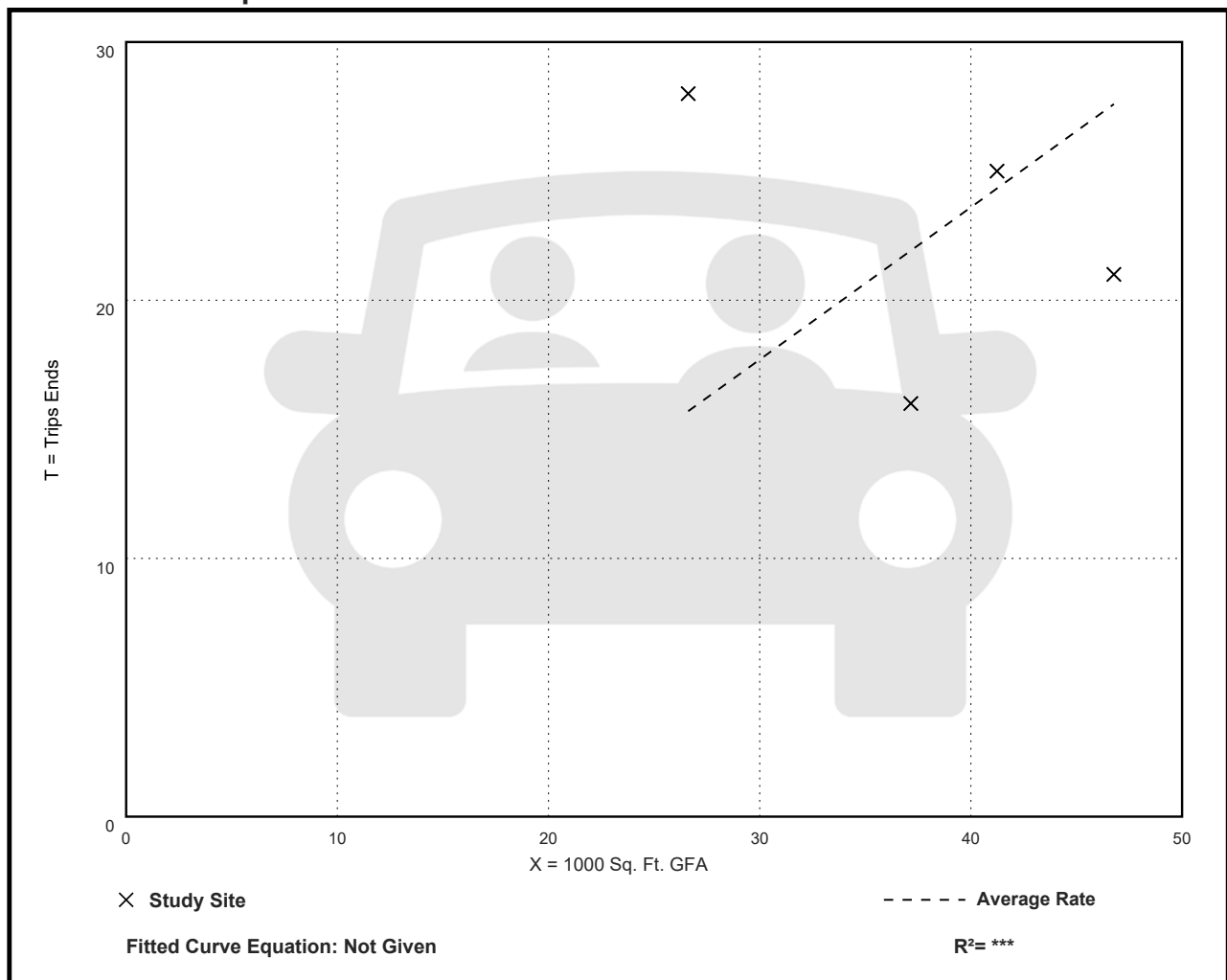
Avg. 1000 Sq. Ft. GFA: 38

Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.59	0.43 - 1.05	0.26

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

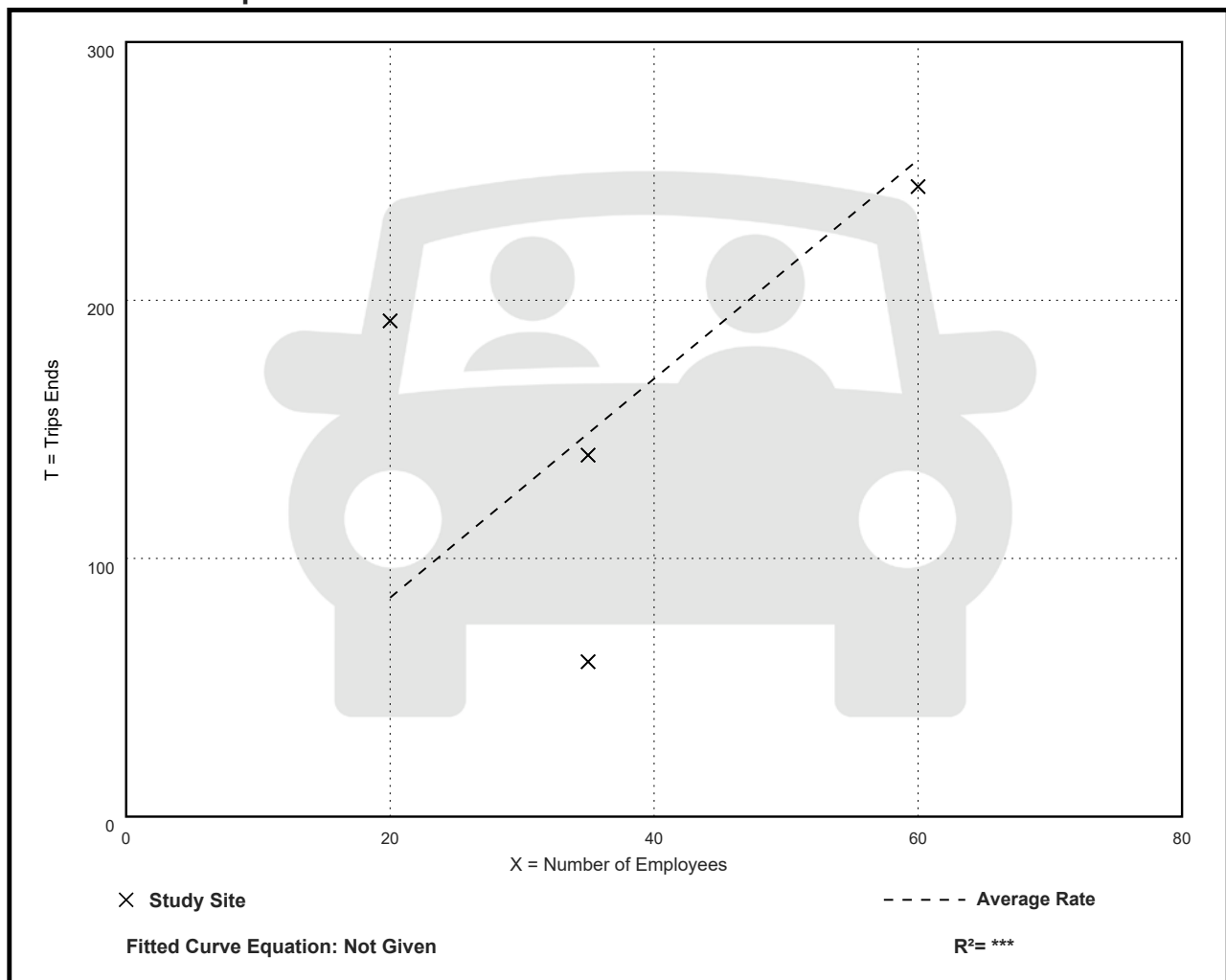
Avg. Num. of Employees: 38

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.24	1.71 - 9.60	2.67

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Employees

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

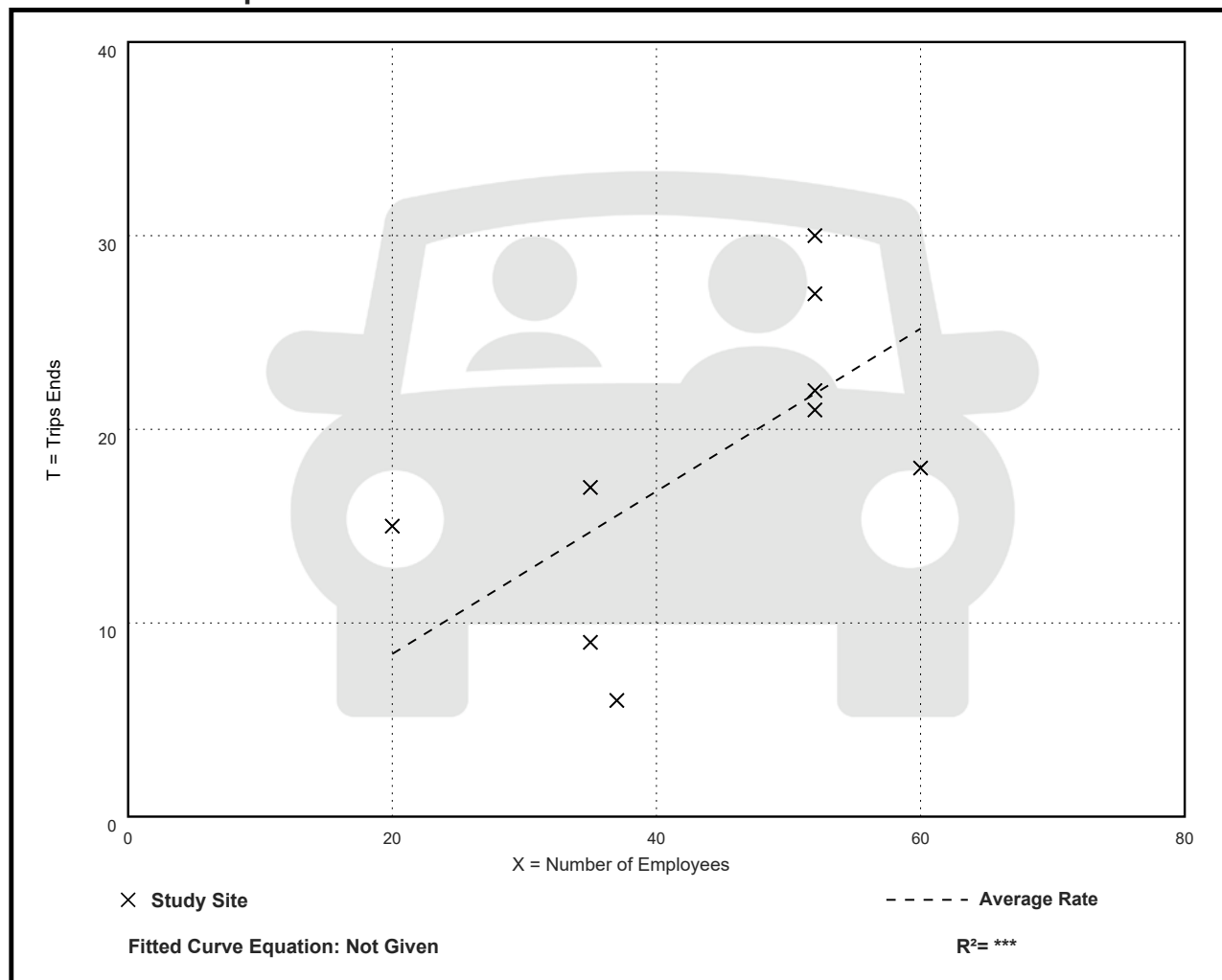
Avg. Num. of Employees: 44

Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.42	0.16 - 0.75	0.15

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Employees

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

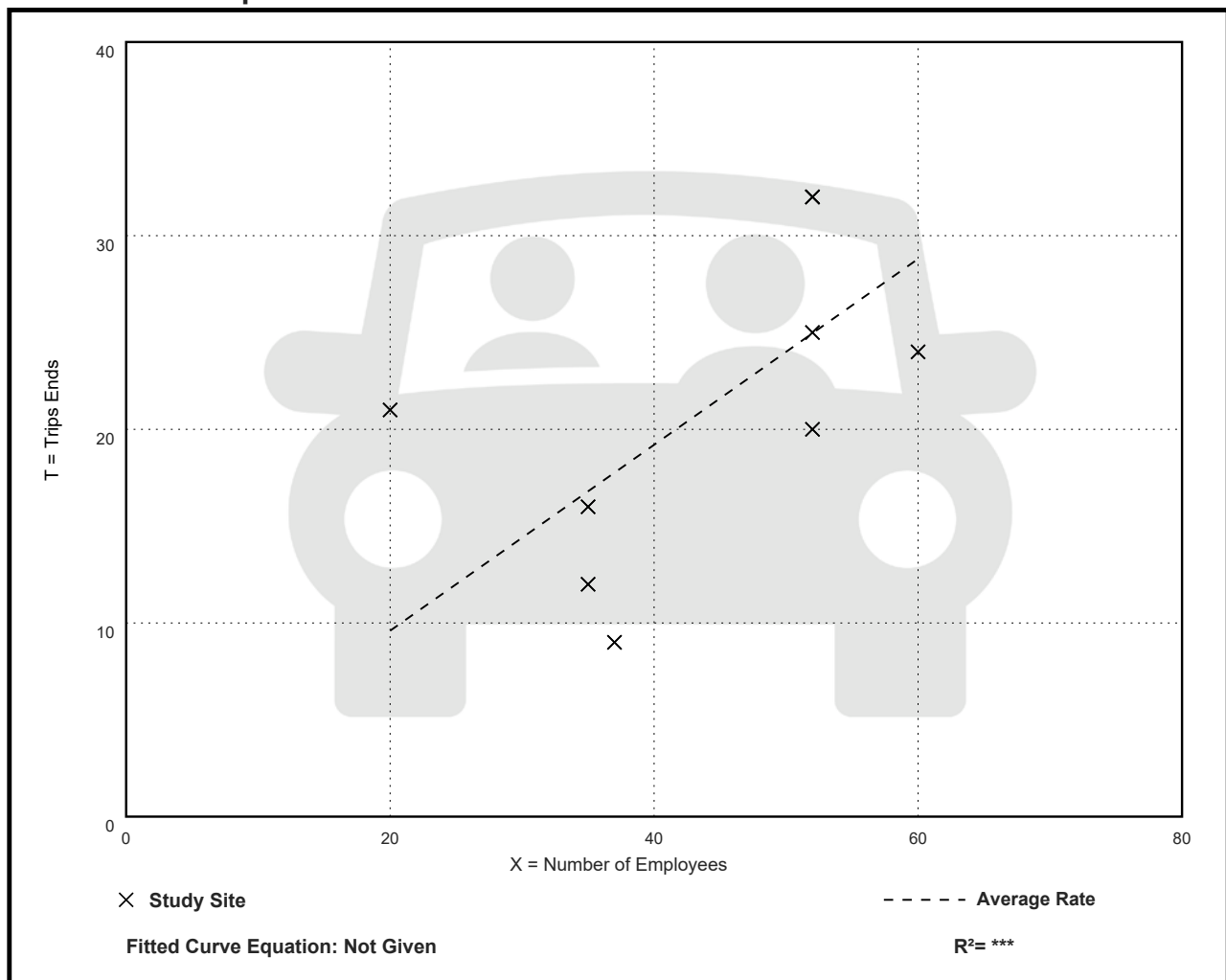
Avg. Num. of Employees: 44

Directional Distribution: 32% entering, 68% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.48	0.24 - 1.05	0.18

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

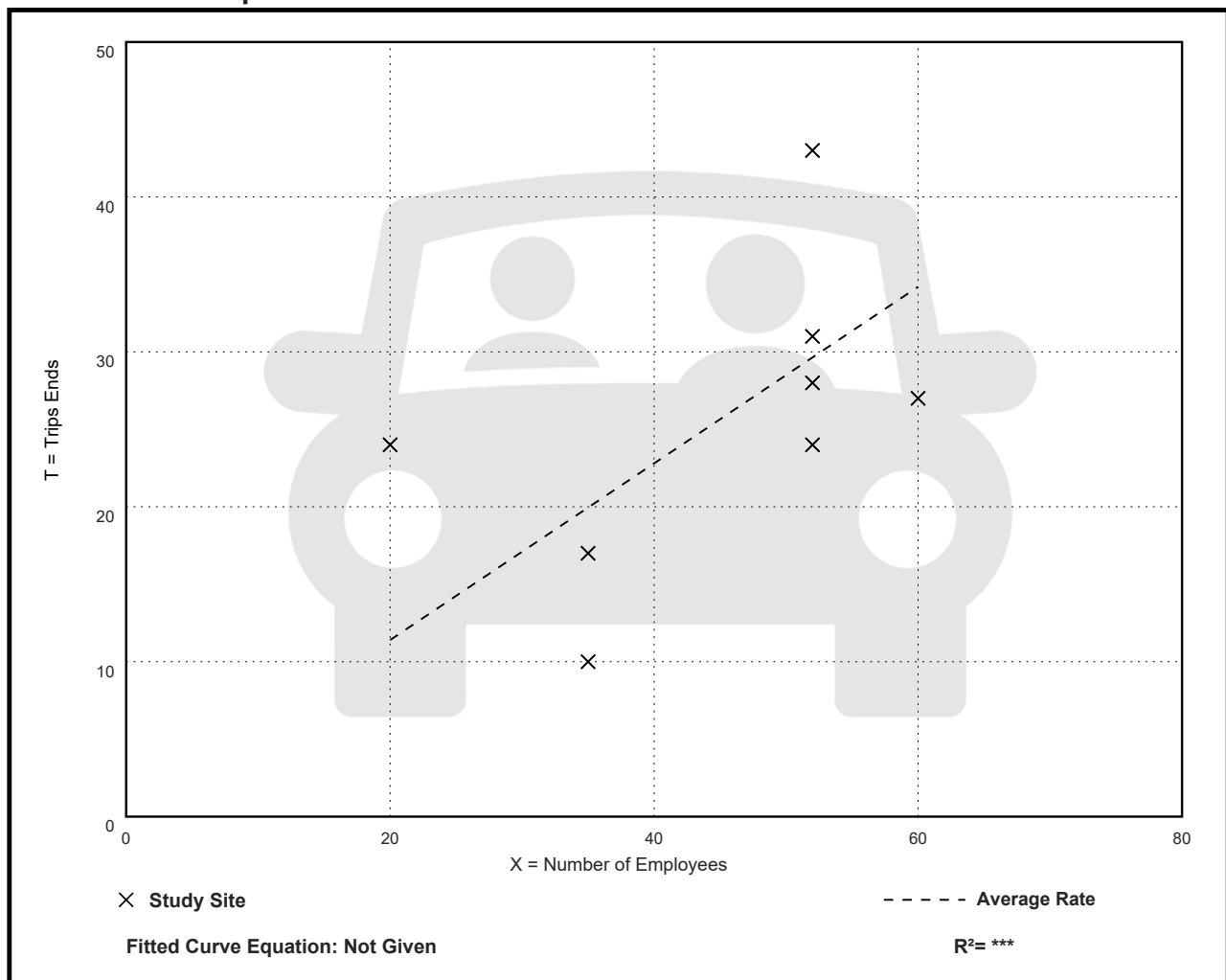
Avg. Num. of Employees: 45

Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.57	0.29 - 1.20	0.23

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 11

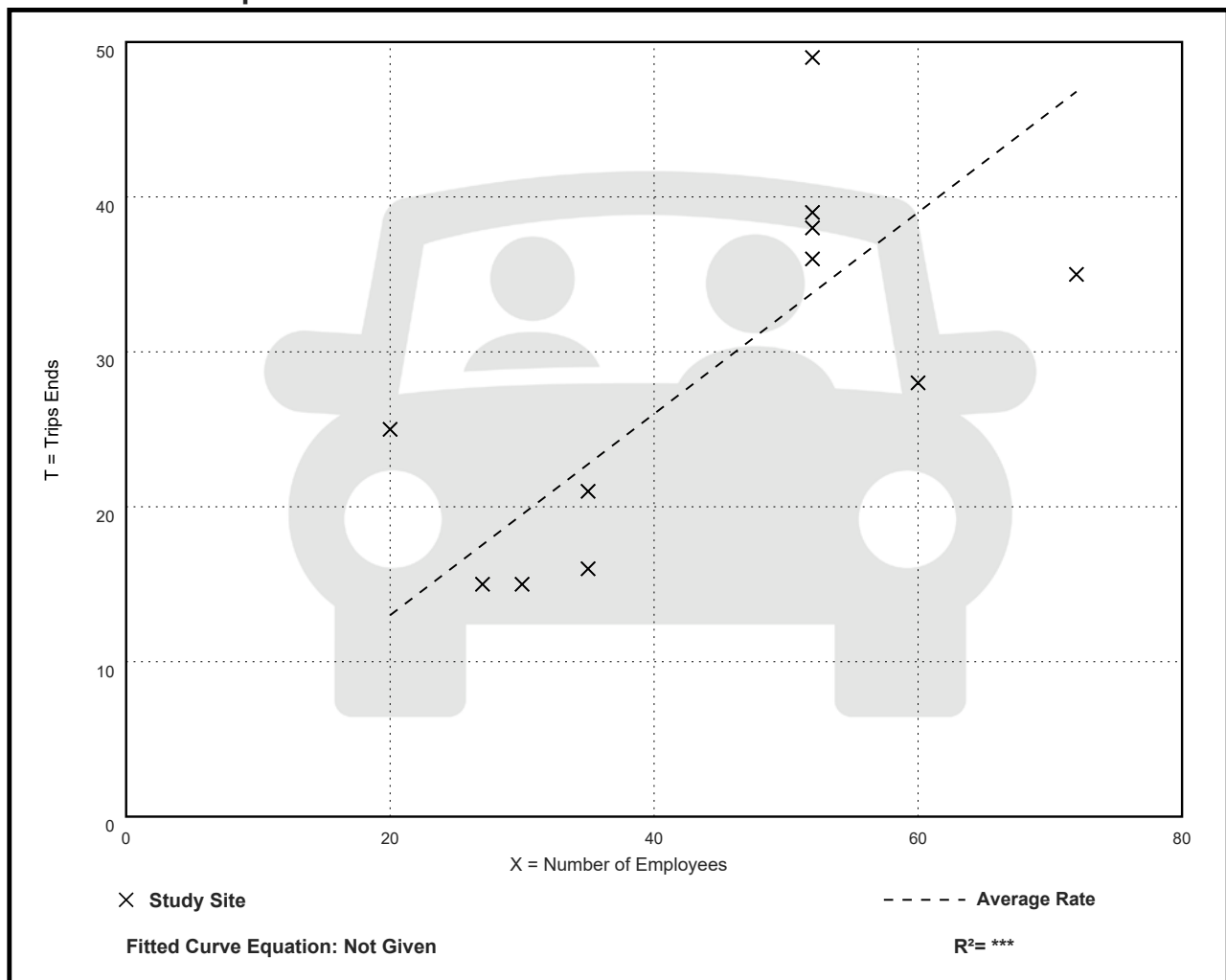
Avg. Num. of Employees: 44

Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.65	0.46 - 1.25	0.21

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Employees

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

Avg. Num. of Employees: 43

Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.51	0.47 - 0.59	0.06

Data Plot and Equation

