

FITCHBURG TOWNHOMES
FITCHBURG, WISCONSIN

SJ Acquisitions, LLC



PRE-APPLICATION PROJECT INFORMATION

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PROJECT LOCATION & GENERAL DESCRIPTION

The Fitchburg Townhomes Development will be a quality residential community serving the increased demand for housing in the Fitchburg area over the next five years and beyond. It will be located on a 3.24 acre site near the Southwest corner of the intersection of Lacy Road and Notre Dame Drive.

- Parcel 225 - The 3.24 acre parcel for residential uses of this project.

Surrounding Context

The project site is surrounded by existing & future residential uses to the immediate North, East, South, and West.

Existing Topography & Wetlands

The project site has a moderate change in elevation of about 16 feet from Southwest to Northeast.

There are no wetlands within the boundary of the parcel.

Existing Vegetation

The project site is currently framed with tree lines along the North and Northwest corner of the boundary of the parcel, as well as a tree line running down the center.



RATIONALE FOR A PLANNED DEVELOPMENT DISTRICT

We believe there is a need to take advantage of the option for Planned Development District Zoning for the Fitchburg Townhomes project in order to accomplish the goals of providing a quality infill development and maintain the more urban feel desired.

To accomplish these goals, we reference the City's Ordinance with the following reasons:

- Section 22-144 – Permitted Uses (3): Only permits up to 8 units per building. While we realize dwelling structures having greater than eight dwelling units are allowed as a Conditional Use (per 22-145 (6)), we desire the long-term stability afforded under a permanent zoning classification.
- Section 22-146 – Dimensional Standards (1): Does not allow more than two multiple family dwelling unit structures per lot. We are proposing nine multiple family dwelling unit structures on one lot. To make this an integrated, vibrant community, we must have the design flexibility afforded in the PDD zoning for the drives, parking lots, and walking connections between buildings.

- Section 22-146 – Dimensional Standards (2) c: Restricts lot size to a maximum of 90,000 square feet. We are purchasing one developable lot for this project with an area of 141,134 square feet, or 3.24 acres.
- Section 22-146 – Dimensional Standards (4): Sets the minimum front setback at 30 feet. In order to keep with our desire to provide a more urban feel to multi-family residential developments, we propose a minimum 10 foot setback.
- Section 22-146 – Dimensional Standards (6): Sets the minimum street side setback at 25 feet. In order to keep with our desire to provide a more urban feel to multi-family residential developments, we propose a minimum 10 foot setback.
- Section 22-146 – Dimensional Standards (8): Restricts the maximum building height to 45 feet. We are planning 3-stories of residential with connected parking for each unit. Although we have not yet developed the architectural building elevation, given the site topography and the need to work with the land, the maximum building height will likely be exceeded.

ECONOMIC & SOCIAL IMPACTS

We believe that this project will have positive economic & social impacts on the area.

Property Values and Tax Revenue

At total completion, it is estimated that this project would have a total value of approximately \$14,300,000. At this value, using the City's 2016 property tax rate the following tax receipts to the community could be realized annually:

State of Wisconsin:	\$2,500
Dane County:	\$45,800
City of Fitchburg:	\$122,100
Oregon School District:	\$144,900
<u>Madison Area Tech. College:</u>	<u>\$14,100</u>
Total Projected Annual Property Tax:	\$329,400

In addition to the value of this specific project, the surrounding properties could realize an increase in values because of this project - thus creating additional tax revenues.

Impact Fees

This project should generate the following estimated Impact Fees to the City (2017 fees listed):

Park Improvement Fee	52 units x \$155 =	\$8,060
Fire Protection Fee	(52) 2BR x \$466 =	\$24,232
<u>Water Impact Fee:</u>	<u>52 units x \$1166 =</u>	<u>\$60,632</u>
Total Projected Impact Fees:		\$92,924

Additionally, per Ordinances 24-2(d)(2)(a) and 24-2(d)(2)(e), there shall be a Parkland Dedication of 2,900 square feet per dwelling unit and a fee in-lieu of \$4,330 per dwelling unit in deficit.

52 units x 2,900 sf = 150,800 sf (3.46 acres)

52 units x \$4,330 = \$225,160 fee in lieu of parkland dedication

The fee in lieu of Street Frontage for Parks per Ordinance 24-15(e), 22-647(3) shall be calculated at the time of Final Plat.

Social Impacts

Although social impacts cannot be predicted or quantified, we believe that this project will also have a positive social impact on the area.

- The addition of this quality residential community should improve the perceived image of the immediate area.
- The addition of this quality residential community will help to keep existing residents in Fitchburg and bring new residents into Fitchburg.
- The addition of this quality residential community could serve as a catalyst for other uses - such as retail & commercial - to locate in the immediate area.
- The addition of this quality residential community could serve as an example for future development - creating higher standards in design & living amenities.

SITE DESIGN & GENERAL INFORMATION

The Masterplan of Parcel 225 has been thoughtfully designed to address numerous site challenges including the existing topography and project identity.

Masterplan Design Highlights:

- The buildings are located & orientated to address the street edge and to help define the public realm.
- Surface parking is kept to the interior of the site to reduce its visual impact from the public streets.
- Pedestrian pathways not only connect the site internally, but also connect the project site with adjacent parcels.

Off Street Parking:

The City's typical parking requirements require two parking stalls per residential dwelling unit. We see this as a luxury and modern amenity we'd like to offer our tenants, therefore our unit design incorporates a two-car attached garage for each unit. Additionally, we include off-street parking for guests as well.

Off-Street Bicycle Parking:

In addition to off-street vehicular parking, we are proposing tenants take advantage of their spacious attached garage for use as short and long-term bicycle storage. As these units are to be purchased by the tenant, it is left to the decision of each tenant whether they'd like to install wall mount or ceiling mount bike hooks.



ENVIRONMENTAL BENEFITS OF PLANNED DEVELOPMENT ZONING

The Environmental Benefits of using Planned Development District Zoning for this project come from the greater flexibility in both density & zoning standards that is allowed under PDD Zoning than would be allowed under the City's High Density Residential Zoning.

Reduction of Sprawl

Because of PDD Zoning, more units can be developed on this site. Therefore, this development can help meet the increasing need for residential units on less land area than would otherwise be required under the City's High Density Residential Zoning.

Less Impervious Surface Area

Because of PDD Zoning, there is greater flexibility in the amount of vehicular parking that must be provided on site. In our Development Team's experience, the parking requirements of the City's High Density Residential Zoning District are excessive for this project - and would result in more impervious surface area across the site than what our plan proposes. Utilizing PDD Zoning for this project will decrease run-off and allow additional landscaped areas.

Enhanced Public Realm

With PDD Zoning, the site can be designed to enhance the character and visual aesthetics of the public realm. Under PDD Zoning, the building setbacks can be reduced to allow the buildings to be located & orientated to address the street edge and to help define the public realm. This also provides additional land area behind the buildings - so surface parking can be kept to the interior of the site and reduce its visual impact on the public streets.