



## PLAN COMMISSION REPORT

**Proposal:** Building, Site, & Operation Plan Review

**Description:** Review a building, site, and operation plan for the construction of a multi-family residential development consisting of 130 units and a club house on the parcel located on the southeast corner of 4 Mile & N. Green Bay Road.

**Applicant(s):** Nick Jung

**Address(es):** N. Green Bay Road

**Suggested Motion:** That the Plan Commission recommends to the Village Board that the building, site, and operation plan for the construction of a multi-family residential development consisting of 130 units and a club house on the parcel located on the southeast corner of 4 Mile Road and N. Green Bay Road be approved for the following reasons:

1. The proposed use is permitted under the underlying zoning district and complies with the building, site, and operation plan review requirements.
2. The proposal is consistent with the 2035 Comprehensive Plan land use designation of High Density Residential.

**Owner(s):** F Street Caledonia, LLC

**Tax Key(s):** 104-04-23-30-001-010

**Lot Size(s):** ±9.43 acres

**Current Zoning District(s):** RM-1, Multi-Family Residential

**Overlay District/ Conditional Use(s):** CU

**Wetlands:**  Yes  No      **Floodplain:**  Yes  No

**Comprehensive Plan:** High Density Residential

**Background:** The applicant is requesting approval of a building, site, and operation plan to construct a total of 130 residential units distributed among five apartment buildings and a clubhouse on the parcel located at the southeast corner of 4 Mile Road and N. Green Bay Road. Prior submitting the building, site, and operation plan, the applicant requested and received approval of a conditional use allowing the construction of apartment buildings containing more than eight units, pursuant to Resolution 2026-033.

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## **Building Exterior/Design**

### ***Residential Buildings 1-5***

Each building will be composed of twenty-six (26) units distributed between two floors. Overall, the building façades have a visually distinct base, middle, and top, accentuated by different material and color patterns. The proposed building colors include neutral stone, as well as black, white, and varying shades of both gray and green.

The façades directly facing the street (Buildings 1 and 3) will feature a majority of fiber-cement siding and masonry veneer. Shingle roofing composes less than 35% of the façade area facing the street, fulfilling the zoning requirements that mandate that 65% of the visible building perimeter be clad in acceptable exterior materials.

Each building will include twelve (12) garage doors that, due to site configuration, may be visible from the roadway. Per Design Standards, garage doors, loading areas, service entries, and mechanical equipment must be screened or attractively designed to minimize visual impact. The landscaping plan displays densely planted trees and shrubs on the west and northeast portions of the site, which act as vegetative screening for the garage doors.

### ***Clubhouse***

The clubhouse is a one-story building similar in character to the proposed residential buildings. The façades will feature fiber-cement siding with a masonry base on all sides. More than 60% of the north elevation is covered by asphalt shingle and metal roofing. As such, the design does not meet zoning requirements that mandate that at least 65% of the visible building perimeter be clad in acceptable exterior materials— asphalt shingle and metal roofing are not considered qualifying materials under code. However, staff recommend approval of the proposed exterior, since the overall design of the clubhouse consists predominantly of acceptable exterior materials and is compatible with the design of the development as a whole. A  $\frac{3}{4}$  majority vote of the Plan Commission is required to approve the proposed exterior.

The west elevation includes one garage door within the visible building perimeter. As recommended by the Village Design Standards, the garage door was designed in a neutral color to match the natural stone beltlines surrounding the building's base. A combination of trees and shrubs is also utilized to screen the door from the roadway.

## **Site Design**

All proposed buildings meet RM-1 District setback and height requirements. A 5-foot sidewalk is proposed along the street lines on 4 Mile Road and North Green Bay Road, advancing current Comprehensive Plan goals:

- *Encourage development patterns that promote efficient and sustainable use of land, that can be readily linked by transportation systems, and utilize existing public utilities and services.*
- *Promote the coordination between land use and housing design that supports a range of transportation choices.*
- *Provide a multi-modal transportation system that provides appropriate types of transportation needed by all residents of the County at an adequate level of service, provides choices among transportation modes, and provides inter-modal connectivity.*

Per code, the development is required to provide 260 parking spaces. The site contains a mix of paved asphalt parking lots and garage spaces, consisting of a total of 266 parking spaces. This includes 146 surface parking stalls, 60 garage parking stalls, and 60 stalls within the apron of garage parking. Of the 146 surface parking spaces, 139 are standard spaces and 7 are ADA-compliant spaces, all meeting code

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for dimensions and setbacks. The drive aisles also comply with code for the minimum dimension requirements for two-way traffic.

Three exterior dumpsters are proposed on site: one on the northwest portion of the site, one on the northeast, and one on the southeast. All proposed dumpsters will be enclosed by concrete block walls and finished with fiber-cement siding in a gray shade similar to the residential buildings' design. The enclosures on the northwest and southeast portions of the site also feature a combination of trees and shrubs for additional screening.

### **Landscaping**

The proposed landscaping plan will require revisions to comply with Village requirements. Per Design Guidelines, street edge landscaping must include a rhythmic planting (2 to 3 different species) of trees spaced no more than 50 feet (measured from the center of the tree trunk). The required revisions include:

- The addition of trees along the street edge in front of Building 3 to comply with street edge landscaping provisions.
- The relocation of two columnar Norway maple trees that obstruct the sidewalk on the northwest side of the parcel along North Green Bay Road.

Densely planted trees and shrubs are proposed to screen the parking lots from the roadway, in compliance with Design Standards. On the northeast side of the parcel, a combination of landscaping and fencing is utilized to further screen the parking lot from the abutting residential property. A landscape buffer composed of various trees and shrubs is also proposed along the south property line to screen the parking lot from the abutting parcel.

### **Lighting**

The applicant has submitted a photometric plan demonstrating that site lighting will comply with the Village's lighting ordinance, ensuring no more than ½ foot-candle of light crosses the lot line. All light fixtures comply with exterior lighting standards and must be installed to prevent glare on neighboring properties. All proposed light fixtures are shielded, in compliance with code.

### **Signs**

Two monument signs are shown on the site plan near the development entrances. However, this signage is not part of this review. Any future signage requests will need to comply with the Village Zoning Sign Code and obtain a sign permit prior to installation.

### **Engineering/Fire Department**

#### ***Storm Water Management***

The applicant shall contact the Caledonia Utility District regarding Storm Water Regulations for the site. Compliance with all requirements, as determined by the Caledonia Utility District is required. A Storm Water Management Plan shall be submitted for review, approval, and be in compliance with all Village & Utility District requirements, as determined by the Public Services Director before permits are issued.

#### ***Sanitary Sewer & Water***

The applicant shall contact the Caledonia Utility District regarding Sanitary Sewer and Water for the site. Compliance with all requirements, as determined by the Caledonia Utility District is required. A Utility Plan with Specifications shall be submitted for review, approval, and be in compliance with all Village & Utility District requirements, as determined by the Public Services Director before permits are issued.

#### ***Engineering***

A TIA has been submitted and reviewed by the Engineering Department. Except for the left hand turn movement from N. Green Bay Road onto 4 Mile Road, all movements at the study area intersections are

expected to operate safely and efficiently through the horizon year with the full build out of the on-site and off-site (Lot 2) residential developments and the modifications identified in the TIA. To meet the Village's current standard LOS C at the left turn movement, either a traffic signal or roundabout control would provide acceptable operations at the Four Mile Road intersection with North Green Bay Road. However, a traffic signal warrant analysis was completed to determine if existing, background or full build traffic volumes would be high enough to reach the warrant thresholds needed for consideration of traffic signal installation. Based on the full traffic signal warrant analysis completed as part of this study, traffic signals are not expected to be met under any of the traffic volume scenarios and require a 600% increase to meet them. Roundabout control was also ruled out due to right-of way and access impacts to the existing business located on the northwest quadrant of the intersection.

The Village Board may modify the LOS C requirement if they find that the construction of such improvement is impractical or excessive per Resolution 2011-06 which established the policy on TIA requirements. Staff would support this modification as the LOS at the intersection turn movement remains nearly the same (LOS E & F) and increases the worst-case delay at PM peak hour from 63 seconds (in the current state) to 79.3 seconds 20 years from now during a full buildout. The 79.3 second delay equates to a 70' queue length (3 – 4 cars) which is an increase from 55' in the current day PM Peak Hour.

The Engineering Department, in coordination with our Village Administrator and Planning Staff, has recommended traffic calming measures be built into the corridor of 4 Mile Road and N. Green Bay Road to promote increased traffic safety in this area. This includes medians, added green or landscape space, turn lanes, and a form of softscape entryway into the business district of Caledonia. Staff recommend that the substantial completion of any improvements to 4 Mile Road are contingent upon any building receiving occupancy on this property or adjacent development.

The Engineering Department has also reviewed the preliminary site plans and provided feedback to the consulting engineering firm to bring the site in conformance with Village Standards for storm water management as well as general site grading and drainage. Staff will continue to work with the consulting engineering firm on developing these plans until they have met Village standards. The proposed public sidewalk on private property will require a legal description, exhibit, and possible easement agreement for maintenance recorded against the property. Staff will work with the Developer on this as well.

**Fire Department**

The Fire Department indicated no concerns regarding the proposed site plan; however, they will work with the applicant to ensure compliance with fire codes for this building type.

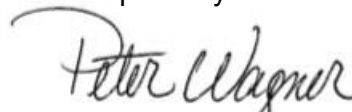
**Suggested Motion**

If the Plan Commission is comfortable with the proposed development, staff have drafted a suggested motion recommending approval of the multi-family residential development for the property located on the southeast corner of 4 Mile Road and N. Green Bay Road.

Prepared by:

  
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Planner & Zoning Administrator

Respectfully submitted:

  
Peter Wagner, AICP  
Development Director