



Department of Planning & Community & Economic Development  
**Planning Division**

Website: [www.cityofmadison.com](http://www.cityofmadison.com)

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September 15, 2008

Joe Krupp  
Krupp Construction  
2020 Eastwood Drive  
Madison, Wisconsin 53704

RE: Approval of a request to rezone 515 S. Midvale Boulevard from Planned Unit Development, General Development Plan (PUD-GDP) to Amended Planned Unit Development, General Development Plan/ Specific Implementation Plan (PUD-SIP) to allow construction of a four-story building containing 100 apartment units and first floor retail (second phase of the Sequoia Commons development). (Midvale Plaza Joint Venture, LLP)

Dear Mr. Krupp:

At its September 2, 2008 meeting, the Common Council **conditionally approved** your application to rezone property located at 515 S. Midvale Boulevard from PUD-GDP to Amended PUD-GDP-SIP. The following conditions of approval shall be satisfied prior to final approval and recording of the specific implementation plan and the issuance of building permits:

**Please contact Janet Dailey, City Engineering, at 261-9688 if you have questions regarding the following twenty (20) items:**

1. Submit a PDF of complete floor plans to the Lori Zenchenko ([Lzenchenko@cityofmadison.com](mailto:Lzenchenko@cityofmadison.com)) so that a preliminary interior addressing plan can be developed for both the residential and retail units. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
2. Any damage to pavement on Caromar Drive will require restoration in accordance with City's Patching Criteria.
3. Utility Plan (C5) shows 12-inch storm and 24-inch storm under proposed structures. Provide detail showing elevations, depths, clearances, etc.
4. Existing sanitary sewer on Caromar Drive labeled as PVC when it is actually vitrified clay pipe.
5. The applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
6. The applicant shall replace all sidewalk and curb and gutter which abutting the property, which is damaged by the construction or any sidewalk and curb and gutter that the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.

7. A City-licensed contractor shall perform all work in the public right of way.
8. The site plans shall be revised to show the location of all rain gutter down spout discharges.
9. The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
10. The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
11. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
12. If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane County Register of Deeds.
13. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to control 40% TSS (20 micron particle) and provide oil and grease control from the first 1/2" of runoff from parking areas.
14. The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
15. The applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the Engineering Division (Lori Zenchenko) [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com). The digital copies shall be drawn to scale and represent final construction, including: building footprints, internal walkway areas, internal site parking areas, lot lines/ numbers/ dimensions, street names, and other miscellaneous impervious areas. Email file transmissions preferred. Please include the site address in this transmittal. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format.
16. The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, shall have a scale bar on the plan set, and shall contain the following items: building footprints; internal walkway areas; internal site parking areas; lot lines and right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).
17. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management File including: SLAMM DAT files; RECARGA files; TR-55/HYDROCAD/etc., and; sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.

18. The applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
19. Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1) \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2) \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner.

The permit applications for #18-19 are available online at:  
<http://www.cityofmadison.com/engineering/permits.cfm>.

20. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.

**Please contact John Leach, Traffic Engineering, at 267-8755 if you have questions about the following items, which are a compilation of comments submitted dated June 26, 2008 and July 28, 2008:**

The plans submitted by the developer related to a driveway alternative on Midvale Boulevard are reasonable and accurate, subject to the following comments:

21. The 12% grade driveway option is a reasonable option, however, it is at the upper range of acceptable standards, and also would require additional or special measures such as additional ramping for transitions, as well as extra maintenance measures and an overhead cover of the ramp to deal with snow and ice. During the summer months, a ramp of 12% works fine; however, during the winter and snow and ice conditions, this gradient is problematic. Typically, developments that use this range of driveway slope have some type of site constraint(s), and provide a protective cover atop the ramp and a rigorous and regular salt and sand treatments in inclement weather. A 12% or more grade driveway option, with a turn at the garage as shown, is an atypical design—and typically requires a straight-in design (with no turns). The 5% or less grade driveway option, with a turn at the garage as shown, is a more typically accepted design.
22. The design or turn (radius) at the end of the driveway ramp just before the garage is a concern as it is rather tight. This type of turn makes seeing oncoming cars challenging and may cause some backups on Midvale Boulevard as vehicles wait to take their turn in line or wait for the ramp to be clear. Weather conditions will make this turn worse, especially with the 12% grade or slope. Cars entering and exiting the garage will have to take this turn slowly, making it harder to get traction so they may get stuck on ice or snow.
23. The proposed driveway on Caromar Drive shown on the new plans cannot have the island extend past the sidewalk into the public right of way. There is no objection to an island separating traffic flows on private property, however, the island can't extend into the right of way, as it is an obstacle, and therefore not permitted. The proposal for a right turn only out of this driveway will have to be enforced by the private property owner, as experience will find compliance is difficult to achieve due to Madison Police Department resources.
24. The truck access proposed on Caromar cannot be approved, as the site already has the maximum number of driveways on Caromar allowed for under the ordinance. However, that side of Caromar Drive is posted "No

Parking Anytime" which allows for the same functions; the existing signage on the street allows for stopping, standing, and loading and unloading.

25. The applicant shall eliminate the most northerly approach Caromar Drive for the 10 X 35-foot loading area. The loading area does not seem to service any function. The trash service is through the garage. The site is service by three service 10 X 35-foot surface loading zones.
26. The ramps down to the underground parking and its percent slope shall be designed to accommodate low-clearance vehicles for a transition. The ramp breakover angle (limited by vehicle wheel-base and ground clearance) and angles of approach (affected by front overhang of vehicles) and departure (affected by rear overhang) are critical vehicle clearance points. Standards established by the Society of Automotive Engineers limit the ramp breakover angle to no less than 10 degrees; angle of departure, no less than 10 degrees; and angle of approach, no less than 15 degrees. The applicant shall provide a profile of the ramp showing the slopes critical clearance, when plans are submitted for approval. The applicant should explore ramp slopes (grades) less than 10 % that can be blended satisfactorily with an 8-foot transition length. Also, the applicant shall demonstrate on the plan that Midvale Boulevard vehicles turning ingressing and egressing the underground parking area can be accommodated in the tight area without encroaching onto the adjacent vehicle lane.
27. The applicant shall modify any driveway to comply with MGO 10.08(3)(b), such that no entrance shall be closer than five feet to an adjacent property line. In addition, the driveway approach flare shall not extend in front of the adjacent property. The applicant shall modify the plan so no part of the driveway approaches shall extend in front of the property belonging to a person other than the permittee unless both property owners sign a joint application for a permit or driveway radii waiver letter prior to submittal of plans for approval.
28. "Stop" and "No Left Turns" signs shall be installed at a height of six (6) feet to the bottom of the first sign at all driveway approaches to S. Midvale Boulevard and a "Stop" sign shall be installed at a height of seven (7) feet at the Caromar Drive driveway approaches. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
29. The applicant shall submit with the parking lot plans a letter of operation of the doors to the ramp; a detail drawing of the area showing queuing of at least two vehicles from Midvale Boulevard and/or Caromar Drive approaches such that vehicles will not be blocking pedestrians' use of the sidewalk.
30. The applicant shall demonstrate the impact of headlights with the ramp and turning vehicles onto Caromar Drive on the residential homes across the street to the Plan Commission. The applicant shall show the houses, windows, landscaping, and driveway approaches, across Caromar Drive. The Plan Commission may consider additional screening on the properties across the street.
31. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
32. The applicant shall design the surface or underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall for the commercial/retail area. The "One Size Fits All" stall shall be used for the residential parking area only, which is a stall 8'-9" in width by 17'-0" in length with

a 23'-0" backup. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.

33. The developer shall post a deposit and reimburse the City for all costs associated with any modifications to traffic signals, street lighting, signing and pavement marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
34. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

**Please contact Scott Strassburg, Madison Fire Department, at 261-9843 if you have questions about the following item:**

35. Provide fire apparatus access as required by Comm. 62.0509 and MGO 34.19, as follows:
  - a.) The site plans shall clearly identify the location of all fire lanes.
  - b.) Provide an aerial apparatus access fire lane that is at least 26 feet wide, with the near edge of the fire lane within 30 feet of the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height.

**Please contact my office at 267-8735 if you have questions about the following five items and the conditions of approval added by the Plan Commission and Common Council, which shall be satisfied per Planning Division approval:**

36. That the project receive final approval from the Urban Design Commission prior to final approval and recording of the amended planned unit development.
37. That the zoning text be revised per Planning Division approval as follows:
  - a.) that the family definition for the Phase II apartments correspond to the R4 district;
  - b.) that signage for the first floor commercial spaces in Phase II is limited to the maximum permitted in the C1 zoning district, that residential signage is limited to the maximum permitted in R4 the zoning district, and that all signage is subject to approval by the Urban Design Commission and Zoning Administrator;
  - c.) that off-street parking and loading be "as shown on the approved plans."
38. That any increase in commercial square footage beyond the 10,650 square feet approved in the Phase II building be approved as a minor alteration to the approved specific implementation plan, up to 3,000 square feet net (13,650 square feet). Approval of any minor alteration to increase commercial square footage shall coincide with a corresponding reduction of residential units in the project and shall not result in any increase in building area beyond the approved footprint.
39. That the floorplans for the project be amended to clearly identify each dwelling unit type, including which of the two-bedroom units contain dens that could be occupied as three-bedroom units. The final plans for all dwelling units shall be approved by staff.
40. That final plans for the terracing and landscaping along the Caromar Drive elevation be approved by the Planning Division prior to final approval and recording of the specific implementation plan.
41. That there be two garage doors with automobile access from both Midvale Boulevard and Caromar Drive, as shown in the latest version of plans labeled "Option C" submitted by the applicant.

42. That the applicant work with the property owner to the north (Midvale Heights Apartments) and City Engineering to assure that there be no flooding and also work these parties on the final plans for grading, retaining wall, and bioretention area along the north side of the building. The Westmorland Neighborhood Association Planning and Development Committee shall also be involved with the goal that it be aware of developments in those stormwater retention plans as they occur.
43. That four (4) three-bedroom or two-bedroom plus den units be included in the plans.
44. That the applicant and property management make every reasonable effort to keep the Midvale parking garage entrance operable at all times. The driveway on the Midvale side shall be cleared to the same standards as are required of sidewalks on City streets.
45. That the applicant work with City Traffic Engineering, a representative from the Westmorland Neighborhood Association Planning and Development Committee, and a representative from the Midvale Heights Community Association to explore additional safety features on Caromar Drive and Midvale Boulevard.
46. That the rain garden shown along the northern property line be relocated to the eastern property line to the extent possible.
47. That access to the underground parking level be provided by a workable, all-season driveway from S. Midvale Boulevard as approved by staff from the Planning Division and Traffic Engineering Division. (The Commission encouraged the driveway design to be approved by staff prior to the project returning to the Urban Design Commission for final approval.) That as much open space and land for drainage be provided along the northern property line as possible given the S. Midvale Boulevard driveway option approved. [Note: This condition has been partially modified by the approval of the project with the two driveway entrances per condition #41 above.]
48. That as much open space and land for drainage be provided along the northern property line as possible given the S. Midvale Boulevard driveway option approved.
49. That the stormwater management plan for the development be approved to ensure that there will be no flooding impact on the apartment project located to the north.
50. That there be no impact from headlights exiting the underground parking level on the apartment project to the north.

**Please contact Pat Anderson, Assistant Zoning Administrator, at 266-5978 if you have questions regarding this project's compliance with any required yards/ setbacks, vehicle and bicycle parking and accessibility.**

**The applicant is also required to satisfy the conditions of approval of the Urban Design Commission prior to the final approval of the planned unit development for recording. Please contact Al Martin, Urban Design Commission Secretary, at 267-8740 if you have any questions about those conditions.**

**Note that any applicable park fees are payable prior to the recording of the PUD or at the time of issuance of building permits. Please contact Si Widstrand at 266-4711 for information on any fees due for this project and the process for paying them.**

Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

After the plans have been changed as per the above conditions, please file **ten (10) sets** of the revised, complete site plans, building elevations, floor plans and any other documentation requested herein with the Zoning Administrator, Room LL-100, Madison Municipal Building, 215 Martin Luther King, Jr. Boulevard. The sets of final revised plans or documents will be circulated by the Zoning staff to the City department staff listed above for their signature of final approval.

Upon receipt of the aforementioned plans, documents and fees, and upon determining that they are complete, the Zoning Administrator shall record them with the Dane County Register of Deeds Office. The recorded originals will be returned to the applicant, with the recording information noted, when the Register of Deeds has completed the recording process.

If this plan is not recorded within one year of the date of approval by the Common Council, the approval shall be null and void. No construction or alteration of the property included in this application shall be permitted until a Specific Implementation Plan (SIP) has been approved and recorded.

Within thirty-six (36) months of Common Council approval of the general development plan, the basic right of use for the areas, when in conformity with the approved specific implementation plan, shall lapse and be null and void unless 1) the project, as approved, is commenced by the issuance of a building permit, or 2) if an application for an extension is filed at least thirty (30) days prior to the expiration of the thirty-six (36) month period and the Plan Commission, after a public hearing pursuant to Sec. 28.12(10)(e), determines that no changes in the surrounding area or neighborhood since approval of the general development plan render the project incompatible with current conditions and grants an extension of up to twenty-four (24) months in which to obtain a building permit. In no case shall an extension allow a building permit to be issued more than sixty (60) months after approval of the general development plan by the Common Council. If a new building permit is required pursuant to sec. 29.06(4), Madison General Ordinances, a new petition and approval process shall be required to obtain general development plan approval and specific implementation plan approval.

If you have any questions regarding recording this plan or obtaining permits, please call Matt Tucker, Zoning Administrator, at 266-4551. If I may be of any further assistance, please do not hesitate to contact me at 267-8735.

Sincerely,

Timothy M. Parks  
Planner

cc: Pat Anderson, Assistant Zoning Administrator  
Janet Dailey, City Engineering Division  
John Leach, Traffic Engineering Division  
Scott Strassburg, Fire Department  
Si Widstrand, Parks Division

For Official Use Only, Re: Final Plan Routing			
<input checked="" type="checkbox"/>	Planning Division (Parks)	<input checked="" type="checkbox"/>	Engineering – Mapping Sec.
<input checked="" type="checkbox"/>	Zoning Administrator	<input checked="" type="checkbox"/>	Parks Division (Park fees)
<input checked="" type="checkbox"/>	City Engineering	<input checked="" type="checkbox"/>	Urban Design Commission
<input checked="" type="checkbox"/>	Traffic Engineering	<input type="checkbox"/>	Recycling Coordinator (R&R)
<input checked="" type="checkbox"/>	Fire Department	<input type="checkbox"/>	Other: