

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
June 9, 2005

ZONING MAP AMENDMENT, FILE I.D. 01230 LOCATED AT 8301 MAYO DRIVE:

1. Requested Action: Approval to construct a 30-unit condominium building on a vacant lot located at 8301 Mayo Drive.
2. Applicable Regulations: Section 28.07(6) provides the framework and guidelines for Planned Unit Development Districts. Section 28.12(10) provides the guidelines for zoning map amendments.
3. Report Drafted By: Peter Olson, Planner II.

GENERAL INFORMATION:

1. Applicant: Terrence Temple, Barrow Ridge, LLC, 429 Gammon Place, Suite 200, Madison, WI 53719; and J. Randy Bruce, Knothe & Bruce Architects, 7601 University Avenue, Suite 201, Middleton, WI 53562.
2. Status of Applicants: Property owner/developer and architect.
3. Development Schedule: The applicant wishes to commence construction of this new multi-family building in the fall of 2005. The applicant hopes to have the new building ready for occupancy by fall 2006.
4. Parcel Location: South side of Mayo Drive at the southerly extension of Starr Grass Drive in the Mid-Town Commons Neighborhood north of Mid-Town Road lying between South High Point Road and County Trunk Highway M, Aldermanic District 1, Madison Metropolitan School District.
5. Parcel Size: 41,333 square feet (0.95 acres).
6. Existing Zoning: PUD(GDP) Planned Unit Development-General Development Plan District. The underlying General Development Plan authorizes this site to be developed with a minimum of 29 dwelling units and a maximum of 30 dwelling units in a multiple story, multi-family building.
7. Existing Land Use: Vacant lot.
8. Proposed Use: 30-unit condominium building.
9. Surrounding Land Use and Zoning (See map):

North – Rowhouses and multi-family development, single-family homes and duplex homes zoned PUD(SIP).

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- East – Lands approved for mixed-use and multi-family development zoned PUD(GDP) and PUD(SIP).
 - South – Multi-family and single-family development zoned R5 and R2 in the City of Madison and County A-1 in the Town of Verona.
 - West – Single-family homes and agricultural lands zoned County A-1 in the Town of Middleton and single-family homes and a golf course zoned R1 in the City of Madison.
10. **Adopted Land Use Plan:** The Mid-Town Commons Development has been designated for medium density residential uses in the adopted High Point-Raymond Neighborhood Development Plan (26-40 units per acre). The subject property has further been designated for a minimum of 29 and a maximum of 30 multi-family units within the underlying Mid-Town Commons General Development Plan.
 11. **Environmental Corridor Status:** This property is not located within a mapped environmental corridor.

PUBLIC UTILITIES AND SERVICES:

A full range of urban services are being extended to the neighborhood as development continues.

STANDARDS FOR REVIEW:

This application is subject to the Planned Unit Development District standards.

ANALYSIS AND EVALUATION:

- Existing Site Characteristics

The proposed project site consists of 41,333 square feet (0.95 acres). This site was created in late 2000 as part of the Mid-Town Commons Traditional Neighborhood Development and underlying General Development Plan to guide the physical development of this project. The final plat of Second Addition to Mid-Town Commons, which created the underlying lot was recently recorded. Please note that lot configurations in the Section Addition to Mid-Town Commons vary slightly from those shown on the preliminary plat and approved General Development Plan map. The subject property is now known as Lot 91, Second Addition to Mid-Town Commons (see attached final plat map and General Development Plan revision dated April 25, 2005). The subject property is located along the south right-of-way line of Mayo Drive at the southerly extension of Starr Grass Drive, which will become a private street proceeding through and serving Lot 90 and abutting Lot 91. This property slopes downward approximately 20-feet from the northerly to the southerly property line.

- Site Plan

The proposed site plan allows for a single 30-unit condominium building located on this lot with access to two levels of underground parking due to the slope of this property. Although the

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building is three stories in height, it will present the appearance of a smaller, two-story multi-family building to the Mayo Drive street right-of-way due to this slope of this property. The off-street parking facility will be located at the southerly end of the proposed building, effectively screening it from view from the public right-of-way. A stormwater management outlot to the south of the subject property will also provide screening of the surface parking facility from the south due to berming and grading within that outlot. A private sidewalk will extend along the full length of the eastern building façade, extending south from Mayo Drive to the off-street parking facility. The main entrances will be provided along this easterly building façade. As development progresses on adjacent Lot 90 (proposed to be mixed-use development), additional pedestrian connections will be provided on Lot 90 to additionally serve this proposed building.

The proposed building will be provided with a front yard setback varying from 13-14-feet from the Mayo Drive street right-of-way. This setback is consistent with the requirements of the adopted Mid-Town Commons General Development Plan (see attached apartment/condominium type-IV criteria). The zoning requirements such as side yard and rear yard setbacks will also be met and the proposed structure will not exceed four stories nor 60-feet in height, as specified. The proposed landscape plan indicates a significant quantity of foundation plantings surrounding the proposed structure, in addition to canopy shade trees and understory plants to enhance the existing, dense tree line located along the westerly property line.

- Building Plans

The proposed 30-unit condominium building will provide dwelling units on three floors. Due to the slope of this site, the first floor will provide six dwelling units in the southerly half of the proposed building. The second and third floors will each provide 12 dwelling units for a total of 30 condominium units. The unit mix will include twelve 1-bedroom units and eighteen 2-bedroom units. These 30 dwelling units will yield an overall density of 31.6 dwelling units per acre on this 0.95 acre site. This density is within the range of 26-40 dwelling units per acre as recommended by the adopted High Point-Raymond Neighborhood Development Plan and is consistent with the specific lot densities as provided for in the approved Mid-Town Commons General Development Plan.

The proposed building elevation will provide a mixture of siding types, including brick veneer along the entire first floor and the lower half of the second floor, a horizontal hardboard siding on the balance of the second floor and the lower portion of the third floor, and a wood shake shingle on the upper half of the third floor and the gable ends. A hip roof will be utilized with multiple gables to provide architectural interest. The overall building will be a neo-traditional style, which is similar to many other buildings throughout the Mid-Town Commons Traditional Neighborhood Development. The main building entrances will be provided with an open porch with a shed roof. Each dwelling unit will be provided with a private patio or balcony for additional private open space.

- Off-Street Parking

This development proposal will include 44 underground parking stalls in two lower level garages, including 24 stalls at the basement level in the southerly half of the building, and 20 parking stalls at the first floor level in the northerly half of the building (see attached floor plans). In addition, 18 surface parking stalls will be provided for visitor and resident use, and short-term

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loading and unloading. These 62 parking stalls will provide a parking ratio of 2.07 off-street parking stalls per dwelling unit, which is consistent with most suburban development.

The proposed development will also include 10 bicycle stalls in the lower level parking garage, 12 bicycle stalls in the upper parking garage, 8 bicycle stalls in a surface bicycle rack, with additional bicycle parking in the tenant storage lockers.

- Consistency With Adopted Plans

The adopted High Point-Raymond Neighborhood Development Plan designates this site for medium density residential purposes. This designation recommends a density range of 26-40 dwelling units per acre. The proposed development will yield a residential density of 31.6 dwelling units per acre, which is within this range.

The R5 zoning district has been chosen for review comparison for this development (see attached Zoning staff report) because it is most similar to the 26-40 units per acre density range recommended by the High Point-Raymond Neighborhood Development Plan and its consistency with the density objectives of traditional neighborhood development concepts. The R5 zoning district generally allows residential densities of approximately 35-40 dwelling units per acre based upon an average of 2-bedroom dwelling units. The Zoning staff report provides a detailed comparison of the compliance of this development proposal with the specific R5 zoning district regulations. It should be noted, however, that the design guidelines approved for this traditional neighborhood development include front and rear yard setbacks which are considerably smaller than those specified by City of Madison conventional zoning district regulations. This proposal complies with most of the R5 setback requirements and also complies with all the setback regulations as specified by the Mid-Town Commons General Development Plan.

- Standards For Review For Planned Unit Development

In addition to compatibility with the recommendations of adopted plans, the review of Planned Unit Development proposals requires consideration of other specific criteria to ensure that the project is consistent with the spirit and intent of the ordinance and has the potential for producing significant community benefit in terms of environmental and aesthetic design. These criteria include character and intensity of use, community impact, and preservation and maintenance of open space. The Mid-Town Commons Traditional Neighborhood Development established a character and intensity of use via its adopted General Development Plan. This includes development at densities generally ranging from 25-40 dwelling units per acre throughout this neighborhood, a variety of housing types, public parklands, mixed-use developments, the expectation of a future Madison Metro Transit corridor via Waldorf Boulevard running north-south through this neighborhood, creating a walkable neighborhood, and the objective to reduce the need for private motor vehicle transportation. Traditional neighborhood design standards include front porches, smaller front and rear yard setbacks than that which is typical for developments today to encourage a "street presence" for residential buildings and reduced off-street parking requirements. In addition, a private design review committee must approve all development plans. The proposed development complies with the underlying General Development Plan regulations and design guidelines for this neighborhood.

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A thorough analysis of the potential community impact of the Grandview Commons Traditional Neighborhood Development was considered at the time of the review and approval of the preliminary plat and General Development Plan. This proposed development is consistent with the requirements set forth in the General Development Plan and should not result in an impact greater than that which was envisioned at the time of the approval of the underlying General Development Plan. The goal of the Mid-Town Commons Neighborhood was to provide residential densities sufficient to support the future success of the neighborhood commercial center which will be developed along the Mid-Town Road right-of-way at the Waldorf Boulevard intersection in the near future.

A basic requirement for all residential developments is the provision of adequate usable open space. This proposed development provides a 25-foot setback along the westerly property line and an additional 24-foot wide rear yard area adjacent to the proposed off-street parking facility. A sub-neighborhood public park will be provided approximately one-half block east of the proposed development. In addition, a large neighborhood park will be located approximately two blocks north of the subject property. This private and public open space should meet the needs of the proposed development.

URBAN DESIGN COMMISSION REVIEW:

The Urban Design Commission, at their May 4, 2005 meeting granted initial approval of the proposed development (see attached report). This proposal will be returning to the Urban Design Commission in the near future for final approval.

INCLUSIONARY DWELLING UNIT REQUIREMENTS:

The underlying Mid-Town Commons Traditional Neighborhood Development, including preliminary and final plats and General Development Plan were approved prior to the creation of the inclusionary dwelling unit requirements. This proposed development, which will provide 30 condominium units, is consistent with the minimum and maximum dwelling unit provisions for this property as specified within the approved Mid-Town Commons General Development Plan. The provision of inclusionary dwelling units within this project, therefore, is not required.

CONCLUSION:

The Plan Commission and Common Council are being asked to approve a Planned Unit Development District, which includes the construction of 30 condominium units in a single residential building on a 0.95 acre vacant site located in the Mid-Town Commons Traditional Neighborhood Development.

In considering this application, the Planned Unit Development District standards and the rezoning process require that the Plan Commission and Common Council give due consideration to the City's adopted neighborhood development plan. As described above, the recommended land use for this area is medium density, multi-family residential development with a density range of approximately 26-40 dwelling units per acre. The proposed development, yielding 31.6 dwelling units per acre, is within this recommended density range.

This development proposal substantially complies with the basic intent of the R5 zoning district and the bulk requirements as shown in the Zoning staff report. This project also complies with the underlying requirements of the approved and recorded General Development Plan for this neighborhood. Staff supports the proposed Specific Implementation Plan to allow 30 condominium units to be constructed on this site.

RECOMMENDATIONS:

The Planning Unit recommends that the Plan Commission forward Ordinance, File I.D. 01230 to rezone property at 8301 Mayo Drive from PUD(GDP) Planned Unit Development-General Development Plan District to PUD(SIP) Planned Unit Development-Specific Implementation Plan District to the Common Council with a favorable recommendation subject to input at the public hearing, reviewing agency comments and final Urban Design Commission approval.

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N 004°40'20" E 1515.76'

PUBLIC PARK

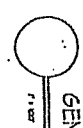
143 UNITS
APARTMENTS

DUPLEX
DUPLEX
DUPLEX

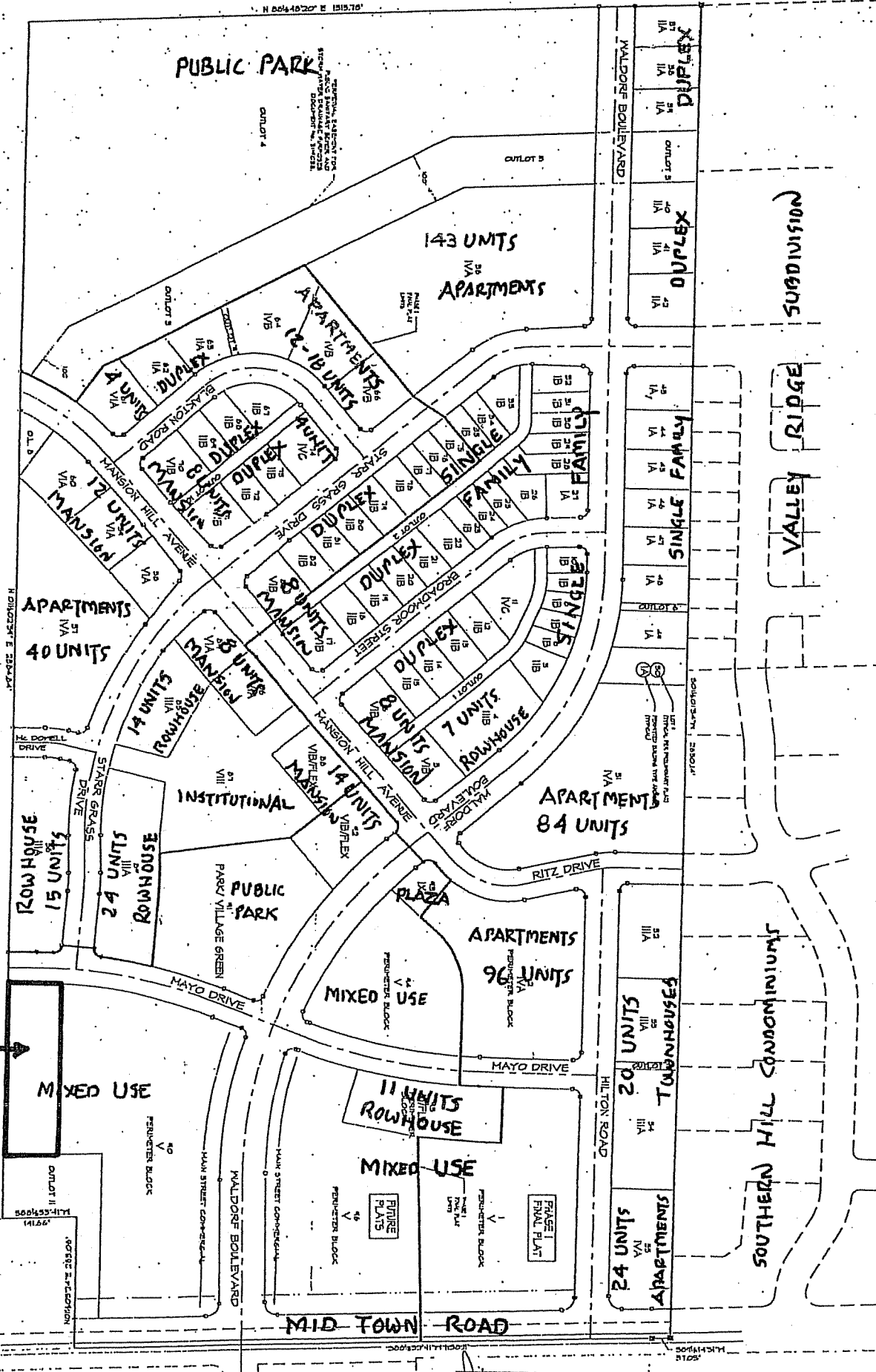
SUBDIVISION

VALLEY RIDGE

GENERAL DEVELOPMENT PLAN



SUBJECT PROPERTY



20 UNITS
TOWNHOUSES
24 UNITS
APARTMENTS

SOUTHERN HILL CONDOMINIUMS

MID TOWN COMMONS - APPROVED G.D.P. - 9.05.00

<u>Final Plat</u>	<u>Lot Number</u>	<u>Permitted Use (Type)</u>	<u>Lot Area</u>	<u>Permitted Dwelling Units</u>	
				<u>Min.</u>	<u>Max.</u>
	Lot 62:	Duplex (Type II-A)	10,784	2	2
	Lot 63:	Duplex (Type II-A)	9,858	2	2
	Lot 64:	Apartment/Condominium (Type IV-B)	20,903	6	6
	Lot 65:	Apartment/Condominium (Type IV-B)	17,715	6	6
	Lot 66:	Apartment/Condominium (Type IV-B)	13,783	4	4
	Lot 67:	Duplex (Type II-B)	8,010	2	2
	Lot 68:	Duplex (Type II-B)	6,662	2	2
	Lot 69:	Duplex (Type II-B)	6,630	2	2
	Lot 70:	Mansion (Type VI-B)	11,079	4	4
	Lot 71:	Mansion (Type VI-B)	10,124	4	4
	Lot 72:	Duplex (Type II-B)	6,495	2	2
	Lot 73:	Duplex (Type II-B)	6,516	2	2
	Lot 74:	Apartment/Condominium (Type IV-C)	10,761	4	4
	Lot 75:	Single Family (Type I-B)	4,408	1	1
	Lot 76:	Single Family (Type I-B)	4,408	1	1
	Lot 77:	Single Family (Type I-B)	4,408	1	1
	Lot 78:	Duplex (Type II-B)	6,612	2	2
	Lot 79:	Duplex (Type II-B)	6,612	2	2
	Lot 80:	Duplex (Type II-B)	6,612	2	2
	Lot 81:	Duplex (Type II-B)	6,612	2	2
	Lot 82:	Duplex (Type II-B)	6,589	2	2
	Lot 83:	Mansion (Type VI-B)	10,028	4	4
	Lot 84:	Mansion (Type VI-A)	11,250	4	4
	Lot 85:	Rowhouse/Townhouse (Type III-A)	23,721	7	14
	Lot 86:	Mansion (Type VI-A)	13,862	4	4
	Lot 87:	Civic/Institutional (Type VIII)	73,846	0	0
	Lot 88:	Flex Use	15,320	2	6
	Lot 89:	Rowhouse/Townhouse (Type III-A)	42,225	14	24
	Lot 90:	Mixed Use (Type V) Residential	170,971	1	12
*	Lot 91:	<u>Apartment/Condominium (Type IV-A)</u>	<u>41,333</u>	29	<u>30</u>
	Lot 92:	Park/Village Green	78,167	0	0
	Lot 93:	Flex Use	21,866	4	10
	Lot 94:	Plaza (Type IX)	6,470	0	0
	Lot 95:	Mixed Use (Type V)	65,545	1	2
	Lot 96:	Flex Use	79,824	11	11
	Lot 97:	Mixed Use (Type V)	79,839	0	5
	TOTALS			631	708

4. Apartment/Condominium (Type IV): Any type of multiple-family residential building that is neither Type III (above) or Type VI (below).
 - (1) Type IV-A: Large apartment/condominium building with more than eight (8) dwelling units per building.
 - (2) Type IV-B: Small apartment/condominium building with no more than eight (8) dwelling units per building.
 - (3) Type IV-C: Small apartment/condominium building with no more than eight (8) dwelling units per building.
 - a. Lot Area: As shown on the Preliminary Plat of Midtown Commons.
 - b. Height Regulations:
 - (1) Type IV-A: No building shall exceed 4 stories or 60' in height.
 - (2) Type IV-B: No building shall exceed 3 stories or 45' in height.
 - (3) Type IV-C: No building shall exceed 3 stories or 45' in height
 - c. Yard Requirements:
 - (1) Type IV-A:
 - Front Yard: 4 foot minimum/16 foot maximum
 - Side Yard: 10 foot minimum
 - Corner Street Side Yard: 4 foot minimum/16 foot maximum
 - Rear Yard: Lot 2: 6 foot minimum
Lot 36: 10 foot minimum
Lots 51, 55, 57: 25 foot minimum
 - (2) Type IV-B:
 - Front Yard: 4 foot minimum/16 foot maximum
 - Side Yard: 10 foot minimum
 - Corner Street Side Yard: 4 foot minimum/16 foot maximum
 - Rear Yard: 10 foot minimum
 - (3) Type IV-C:
 - Front Yard: 4 foot minimum/16 foot maximum
 - Side Yard: 10 foot minimum
 - Corner Street Side Yard: 4 foot minimum/16 foot maximum
 - Rear Yard: 10 foot minimum
 - d. Site Landscaping: Site Landscaping will be provided as shown on the approved S.I.P. plans.
 - e. Usable Open Space Requirements: Usable open space will be as provided in the required yards.
 - f. Parking & Loading:
 - (1) Type IV-A: Parking may be in a common parking garage under a building in the basement level with limited available surface parking.
 - (2) Type IV-B: Garage access may be from the road at the front of the lot. Garages may be located below the residence (a tuck-under garage) or may be located to the side and set back from the street façade of the residence (a recessed garage).
 - (3) Type IV-C: Garage access may be from the private service driveway (Outlot) at the rear of the lot.
 - (4) Off-street and surface parking shall be provided as required in the R-5 zoning district.
 - g. Family Definition:

The family definition shall coincide with the definition given in M.G.O. 28.03 for the R-5 zoning district.
 - h. Signage: Signage will be allowed as per Chapter 31 of the Madison General Ordinances as compared to the R-5 district or signage will be provided as approved on the S.I.P. plans.

AGENDA # VLD.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: May 4, 2005

TITLE: Lot 91, Mid-Town Commons, Mayo Drive
at Starr Grass Drive - PUD(SIP), Multi-
Family

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: May 4, 2005

ID NUMBER:

Members present were: Paul Wagner, Chair; Robert March, Michael Barrett, Lisa Geer, Bruce Woods, Ald. Noel Radomski, Jack Williams, Todd Barnett, and Lou Host-Jablonski.

SUMMARY:

At its meeting of May 4, 2005, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(SIP) located on Lot 91 at the intersection of Mayo Drive and Starr Grass Drive in Mid-Town Commons. Appearing on behalf of the project was Donald Schroeder, architect. The plans as presented by Schroeder provide for the development of a thirty unit, three-story apartment building featuring forty underground lower level parking stalls and an eighteen stall surface parking lot at its rear. The site is designed to provide for integrated cross-access with the adjacent lot to the east. The building is intended for condominium development and consists of brick veneer at its base, horizontal siding and hardiplank window trim, shake siding on upper elevation projections, and architectural asphalt roof shingles. Following the presentation of the plans, the Commission expressed concerns on the following:

- Provide contextual information on the location of the site within the Mid-Town Commons subdivision, as well as information on existing development within the overall area.
- Provide access to the outside of the buildings on the lower level of the west elevation.
- Provide more context with proposed future development on the adjacent lot to the east, as well as the east easement condition that will allow for its coordinated development.
- Move and distribute exterior bike parking on the site.
- A completely detailed landscape plan and worksheet, along with lighting/photometrics and cutsheets shall be provided for final approval.

ACTION:

On a motion by March, seconded by Host-Jablonski, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the project. The motion was passed on a unanimous vote of (9-0). The motion provided for address of the above stated concerns.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 5, 6, 6, 6, 6, 6, 7 and 7.5.

URBAN DESIGN COMMISSION PROJECT RATING FOR: Lot 91, Mid-Town Commons, Mayo Drive at Starr Grass Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	5	7	-	-	-	5	6	6
	6	7	-	6	-	6	5	6
	6	6	5	-	-	5	6	6
	-	-	-	-	-	-	-	6
	-	-	-	-	-	-	-	7
	5	6	5	-	-	5	5	5
	7	8	-	-	-	7	8	7.5
	-	-	-	-	-	-	-	6
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

General Comments:

- Bike parking should be closer to door.
- Need lighting plan.



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

City-County Building, Room 115
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
608 264 9275 FAX
608 267 8677 TDD

Deputy City Engineer
Robert F. Phillips, P.E.

Principal Engineers
Michael R. Dailey, P.E.
Christina M. Bachmann, P.E.
John S. Fahrney, P.E.
David L. Benzschawel, P.E.
Gregory T. Fries, P.E.

Operations Supervisor
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

GIS Manager
David A. Davis, R.L.S.

DATE: June 13, 2005

TO: Plan Commission

FROM: Larry D. Nelson, P.E., City Engineer

SUBJECT: 8301 Mayo Drive Planned Unit Development (GDP/SIP)

The City Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The Applicant shall provide plans and calculations showing compliance with the sediment control requirements of Chapter 37 (MGO) prior to approval.
2. Fees associated with the Upper Badger Mill Creek Impact Fee District shall be paid prior to approval.
3. All utility installation shall be coordinated with street construction.
4. Applicant shall provide a recorded private sanitary sewer easement and maintenance agreement with owner of Lot 90.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

Engineering Division Review of Planned Community Developments, Planned Unit Developments and Conditional Use Applications.

Name: 8301 Mayo Drive Planned Unit Development (GDP/SIP)

General

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.

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- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

Right of Way / Easements

- 2.1 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.2 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping _____ feet wide along _____.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement _____ feet wide from _____ to _____.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from _____ to _____.
- 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.

Streets and Sidewalks

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along _____.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along _____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____.
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.

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- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which 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.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 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.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 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.
- 4.7 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
- 4.8 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.9 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 Co Register of Deeds.
- 4.10 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Please contact Greg Fries at 267-1199 to discuss this requirement.
- 4.11 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.
- 4.12 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.13 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

CAD submittals can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) formats and contain the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)

NOTE: Email file transmissions preferred lzenchenko@cityofmadison.com. Include the site address in this transmittal.

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- 4.14 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicated a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

Utilities General

- 5.1 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.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall be satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

Sanitary Sewer

- 6.1 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.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size and alignment of the proposed service.



Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608/266-4761
TTY 608/267-9623
FAX 608/267-1158

June 9, 2005

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer

SUBJECT: **8301 Mayo Drive – Rezoning – PUD (GDP) to PUD (SIP) – 30 Condominium Units**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. None

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

2. 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), 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'.
3. The applicant shall modify the driveway approach that no approach shall encroach into the cross walk.
4. "Stop" sign shall be installed at a height of seven (7) feet at driveway approach. In addition, all signs at the approach 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.
5. The parking facility shall be modified to provide for adequate internal circulation for vehicles. This can be accommodated by eliminating a parking stall at the dead ends.

The eliminated stall shall be modified to provide a turn around area ten (10) to twelve (12) feet in width and signed "No Parking Anytime."

6. The applicant shall design the 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.
7. When site plans are submitted for approval, the developer shall provide a recorded copy of the joint driveway ingress/egress and crossing easements available to all lots in the project.
8. The Developer shall post a deposit or reimburse the City for all costs associated with any modifications to Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.
9. 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 John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Terrence Temple
Fax: 608-833-9079
Email: jtemple@templeinc.net

DCD:DJM:dm



CITY OF MADISON FIRE DEPARTMENT

Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295
Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: 6/7/05
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **8301 Mayo Dr.**

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. None.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

2. 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. Per IFC 503.3 Show approved "fire lane, no parking" signs posted on the site plan. A max of 150- feet on center. Signs must be visual and easily read from any location on the fire lane. Fire lanes 20-27 feet wide will be posted as fire lane on both sides, 28-35 feet wide shall be posted fire lane on the appropriate side only.
3. All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information.

Please contact John Lippitt, MFD Fire Protection Engineer, at 608-261-9658 if you have questions regarding the above items.

cc: John Lippitt

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