



**CITY OF MADISON
ZONING BOARD OF APPEALS
VARIANCE APPLICATION**

\$300 Filing Fee

Ensure all information is **typed** or legibly **printed** using blue or black ink.

Address of Subject Property: 1130 Chandler Street

Name of Owner: Leah Johnson and Mitch

Address of Owner (if different than above): N/A

Daytime Phone: 608 263-9575 Evening Phone: 608 205-8612

Email Address: LVEWELL@gmail.com

Name of Applicant (Owner's Representative): MITCH (OWNER)

Address of Applicant: see above

" "

Daytime Phone: " Evening Phone: "

Email Address: "

Description of Requested Variance: we seek to replace old garage and parking pad with a new garage that will be 22 feet wide by 30 feet deep to accomodate car and bike parking. As I understand it, a variance is needed to place the garage as close to the street side lot line. The proposal seeks to keep consistent with other properties in the area and promote family occupancy of the property by providing sufficient parking...

see attached

(See reverse side for more instructions)

FOR OFFICE USE ONLY

Amount Paid: \$300
Receipt: 144605
Filing Date: 7/8/13
Received By: [Signature]
Parcel Number: 0709-224-2108-0
Zoning District: TRC3
Alder District: 13 - Swe Ellingson

Hearing Date: 8/22/13
Published Date: 8/15/13
Appeal Number: 082213-1
GQ: _____
Code Section(s): 28.131 (2) (c) 5

Standards for Variance

The Zoning Board of Appeals shall not grant a variance unless it finds that the following conditions are present:

1. There are conditions unique to the property of the applicant that do not apply generally to other properties in the district.

see attached documents

2. The variance is not contrary to the spirit, purpose, and intent of the regulations in the zoning district and is not contrary to the public interest.

see attached documents

3. For an area (setbacks, etc) variance, compliance with the strict letter of the ordinance would unreasonably prevent use of the property for a permitted purpose or would render compliance with the ordinance unnecessarily burdensome.

see attached documents

4. The alleged difficulty or hardship is created by the terms of the ordinance rather than by a person who has a present interest in the property.

see attached documents

5. The proposed variance shall not create substantial detriment to adjacent property.

see attached documents

6. The proposed variance shall be compatible with the character of the immediate neighborhood.

see attached documents

Leah Johnson and Mitch
1130 Chandler Street Variance Application

Additional Information Relative to Standards:

1. Conditions unique to the property.

Most properties in the area have alley access or are much larger lot sizes, or both. The applicant property is the narrowest property on the 1100 Chandler Street Block without alley access. (See attached spreadsheet). As noted by in the past by city zoning staff, "The lot is significantly smaller than ... the neighborhood average." (See attached zoning report at ¶12). Being narrow and lacking alley access uniquely limits the options for siting a garage on the applicant property.

2. Zoning district's purpose and intent.

The proposed variance is consistent with all the purposes stated in MGO 28.041(1)(a)-(e) because it improves the viability of the property by utilizing otherwise unusable driveway space in a manner that is sensitive to and consistent with the distinct character of and the wishes of the surrounding neighborhood. See comment #5.

3. Compliance would unreasonably prevent an allowed usage of the property or create an unnecessary burden.

The proposed variance will allow meaningful use of the existing driveway space. Due to the narrow lot, there is no way to comply with the code that allows use of the driveway for car, bicycle, or other storage. (See attached narrative explanation).

4. Difficulty/Hardship not created by current owner.

The property was constructed on the narrow lot in 1904, and purchased by the current owner in 2010. The garage has deteriorated over the many years, and needs to be rebuilt in a manner supported by neighbors, consistent with the neighborhood character.

5. The proposed variance would no create a substantial detriment to the adjacent property.

The neighborhood alderperson, and residents of every adjacent property have sent an emails or provided signed letters supporting the proposed variance. (See attached letters and emails of support). Also, the sidewalk and terrace in the area are relatively wide. While they do not count in calculating a setback, when taken together with the proposed setback there will be than 20 feet between the proposed structure and the street.

6. Compatible with the immediate neighborhood characteristics.

Directly across the street from the applicant property's proposed garage is a garage with a similar setback. (See attached survey of neighboring property and previously provided photos). The shallow setback garage on the adjacent property and others like it throughout the district are part of the character of the Greenbush neighborhood. See comment #5.

List of all Properties with any frontage on the 1100 block of Chandler Street

Address Alley Access Lot Size over 5,900 sq ft

1110 Chandler St	No	Yes - 5,950
1116 Chandler St	No	Yes - 6,000
1120 Chandler St	Yes	Yes - 9,000
1126 Chandler St	Yes	Yes - 7,500
1128 Chandler St	Yes	No - 3,720
1130 Chandler St	No	No - 4,180
301 Charter St	Yes	Yes - 9,000
1129 Chandler St	Yes	Yes - 9,000
1119 Chandler St	Yes	Yes - 9,000
1115 Chandler St	Yes	Yes - 9,000
302 Mills St	No	Yes - 7,200

North Side of 1100 Block of
Chandler Street

South Side of 1100 Block of
Chandler Street

<--Applicant Property

**ZONING ADMINISTRATOR'S REPORT
VARIANCE APPLICATION
1130 Chandler Street**

Zoning: R3

Owner: David and Joyce Singer

Technical Information:

Lot Size: 38' x 110' **Minimum R3 Lot Width:** 50'

Lot Area: 4,180 sq. ft. **Minimum R3 Lot Area:** 6,000 sq. ft.

M.G.O. Section Requiring Variance: 28.08(4)(e)

Analysis:

The applicants want to raise one half of their roof over the attic and occupy the third floor of their two-story, two-unit building. The raised half of the third floor is on the easterly side, facing 1128 Chandler Street.

Comments Relative to Standards:

1. **Topographical hardship:** The small lot size would prohibit any other addition that would increase the footprint.
2. **Similarity with other properties:** The lot is significantly smaller than R3 minimums and the neighborhood average.
3. **Economic or material gain:** This building is owner occupied.
4. **Hardship caused by current owner:** The building was constructed in 1904, and purchased in 1989.
5. **Detrimental to public welfare or other properties:** The third floor addition will not be detrimental to public welfare.
6. **Impairment of light or air or endangerment of public safety:** Look at pictures. The sunlight will not be affected to 1128 Chandler Street.

Section Number Which Authorizes the Variance: 28.12(8)(d)13.

Other Comments:

Leah Johnson and Mitch

Narrative Explanation Regarding Replacing Garage at 1130 Chandler St

Currently, the property has an old dilapidated and tiny garage. The pictures show that the roof is sagging and it is also rotting out at the bottom. It was built in the 1920's-- for a narrow Model-T style car. With a modern car wedged inside, nothing fits in front of the car. With our hatchback we have to basically tap the back of the garage with the car bumper in order to get the garage door to close. With a modern car inside, you cannot open a car door all the way. You cannot even open the door half way. You have to hold the door from closing on you as you shimmy in or out of the car.

Since the garage is falling down, it needs to be rebuilt. We called out some contractors to get an estimate for a one-car garage, and found out that we cannot modern one car garage in the space we have. First, the contractors showed that in order to open the car door, we would need a 14 or 16 foot wide garage. Great, we think, "Let's build a 14 or 16 foot wide garage." However, we quickly realized that if we build any wider than the existing tiny garage, then we lose the use of the adjacent parking place on the parking pad. We could build a bigger parking next to the bigger single car garage but that would require paving over more of the backyard. Yuck. No one wants a big parking lot for a backyard. We want to garden and use the yard. More concrete would take away useable green space. The proposal would extend the garage forward to cover some of the unusable, and necessarily paved, driveway.

Second, we asked if we could build a single-car width garage that would be deep enough for two cars. If we could do that, we would turn the parking pad into green space! Unfortunately, we cannot. The narrow 38 foot wide lot does not allow us to build either a single-car width garage with room in front to park a second vehicle without blocking the sidewalk.

Third, the contractors then pointed out that if we simply covered up the existing parking pad and existing garage space with a new garage, we could have a 22 foot wide 2-car garage. Wow, we really did not originally think we wanted to build a two car garage. This is probably going to cost too much. Luckily the cost turns out not to be much more at all, because it's the same amount of demolition, about the same amount of new concrete and labor, just more in lumber and materials. A 22 foot wide garage would not take any more width away from the existing usable green space, and while 22 feet wide will fit two cars, it is too narrow for side storage, leaving no room for storing bikes, garden tools, and potting supplies.

Finally, we realize that we could store bikes, tools, and potting supplies at the rear of a new garage if it covered a few extra feet of the otherwise unusable driveway in front of the existing garage, like the garage directly across the street. The proposal allows use of the otherwise unusable shallow driveway space for parking bicycles, a lawn mower, garden tools, and potting supplies. Thus, even though we set out to rebuild the one car garage, we realized that the only way to fit two cars and storage without taking away any usable green space, is to build the new garage forward a few feet. The proposed garage will be within the house lines. In other words both our house and our neighbor's porch will come out further forward than the garage will.

Date 7-29-2013

Zoning Board

Re: Leah Johnson and Mitch, 1130 Chandler Street request to build a new garage.

Dear City Zoning officials:

I support Leah and Mitch's requested variance to build a new garage.

My address is 213 S. Charter St., Madison, WI 53715

Print Name: Jerome and Rebecca Tharaud

Signed, Jerome Tharaud / RRT

Date 8/1/13

Zoning Board

Re: Leah Johnson and Mitch, 1130 Chandler Street request to build a new garage.

Dear City Zoning officials:

I support Leah and Mitch's requested variance to build a new garage.

My address is 214 S. CHARTER

Print Name: GERALD PARKINSON

Signed, Gerald Parkinson

[Print - Close Window](#)

Subject: FW: 1130 Chandler Pre-Filing Notice about zoning & conditional use permit for garage
From: Ellingson, Susan (district13@cityofmadison.com)
To: MTucker@cityofmadison.com;
Cc: lvewell@yahoo.com;
Date: Sunday, July 21, 2013 12:38 PM

To the Zoning Board of Appeals--

I very happy that this home is being improved with a new garage. I hope you will support this variance.

Thank you.

Sue Ellingson

.....
Sue Ellingson, Alder • Madison District 13
district13@cityofmadison.com • 259-1824

Subscribe to email updates: www.cityofmadison.com/council/district13/updates/

From: Mr mitch [lvewell@yahoo.com]
Sent: Tuesday, July 16, 2013 8:36 PM
To: Ellingson, Susan
Subject: Re: 1130 Chandler Pre-Filing Notice about zoning & conditional use permit for garage

Hi Sue,

Attached is our plan to redo our garage that I mentioned to you back in May. In a nutshell, the plan is for a simple one story garage that we will match to the house (siding & design elements wise). We need a variance to move the front of the garage forward so that 5 additional feet of the existing driveway would be covered and that space created would be used for parking bikes and a storing all of the gardening tool and pots. Zoning allows garages up to 576 square feet (22 by 26 feet) and we are hoping to go a bit bigger, 660 square feet (22 by 30 feet) which is allowed (up to 800 square feet) with a conditional use permit. The Stevenson family who have the house a block away from us on the corner of Vilas and Mills, recently got approved for a 770 square foot garage. Our plan will not reduce the usable green space since we mainly proposing to cover up a few feet of pavement in front of the old garage.

Finally, we see being able to do this project as an important improvement that will help keep us investing in the property and living in the neighborhood. Our home is an owner-occupied two flat, which serves--as neighborhood plan notes--as a key transitional zone between the student rentals on Mound Street and the more family oriented residential areas on and South of Chandler. We purchased the property in 2010, and have since been fixing up the house and doing lots of gardening and landscaping. I hop this is our approval to replace the old

garage is something you can support, and I am happy to answer any questions or show you around the property in person.

Best wishes,

Leah Johnson and Mitch
1130 Chandler St
Madison WI 53715

Date 8.2.13

Zoning Board

Re: Leah Johnson and Mitch, 1130 Chandler Street request to build a new garage.

Dear City Zoning officials:

I support Leah and Mitch's requested variance to build a new garage.

My address is 1128 Chandler St, Madison

Print Name: Tanya B. Tardias

Signed, 



Mitch . <lvevell@gmail.com>

Garage Plans

Christopher Van Hof <chrisvanhof@gmail.com>

Wed, Jul 31, 2013 at 8:00 PM

To: Mitch <lvevell@gmail.com>

Hi Mitch,

My printer is busted, so I am replying via email. I think your proposal is completely rational, would enhance the look of the backyard, and would be a boon to future tenants and especially to you and Leah. I personally have no issues with the garage plan, in particular the part of the plan that involves moving it further out towards the street to allow for more bike/gardening storage.

Best,

Chris
1130 Chandler unit 1, Madison WI

Chris Van Hof
Trombonist, Educator, Arranger, Composer
585.789.0012
www.vanhofmusic.com
www.trombone21.wordpress.com

On Mon, Jul 29, 2013 at 10:20 AM, Mitch <lvevell@gmail.com> wrote:

[Quoted text hidden]

Date 7-28-2013

Zoning Board

Re: Leah Johnson and Mitch, 1130 Chandler Street request to build a new garage.

Dear City Zoning officials:

I support Leah and Mitch's requested variance to build a new garage.

My address is 1202 CHANDLER, #1

Print Name: TERRY NEALON

Signed, Terry Nealon

Date 7/29/13

Zoning Board

Re: Leah Johnson and Mitch, 1130 Chandler Street request to build a new garage.

Dear City Zoning officials:

I support Leah and Mitch's requested variance to build a new garage.

My address is 218 S. Charter St. #3

Print Name: Melissa Heggestad

Signed, Melissa Heggestad

Date 7/29/13

Zoning Board

Re: Leah Johnson and Mitch, 1130 Chandler Street request to build a new garage.

Dear City Zoning officials:

I support Leah and Mitch's requested variance to build a new garage.

My address is 305 S. Charter St, Madison

Print Name: Shanda Kennedy

Signed, J. Kennedy

MORTGAGE INSPECTION

DANIEL V. BIRRENKOTT REGISTERED LAND SURVEYOR NO. 1531
 P. O. Box 237, Sun Prairie, Wisconsin 53590 (608)-837-7463

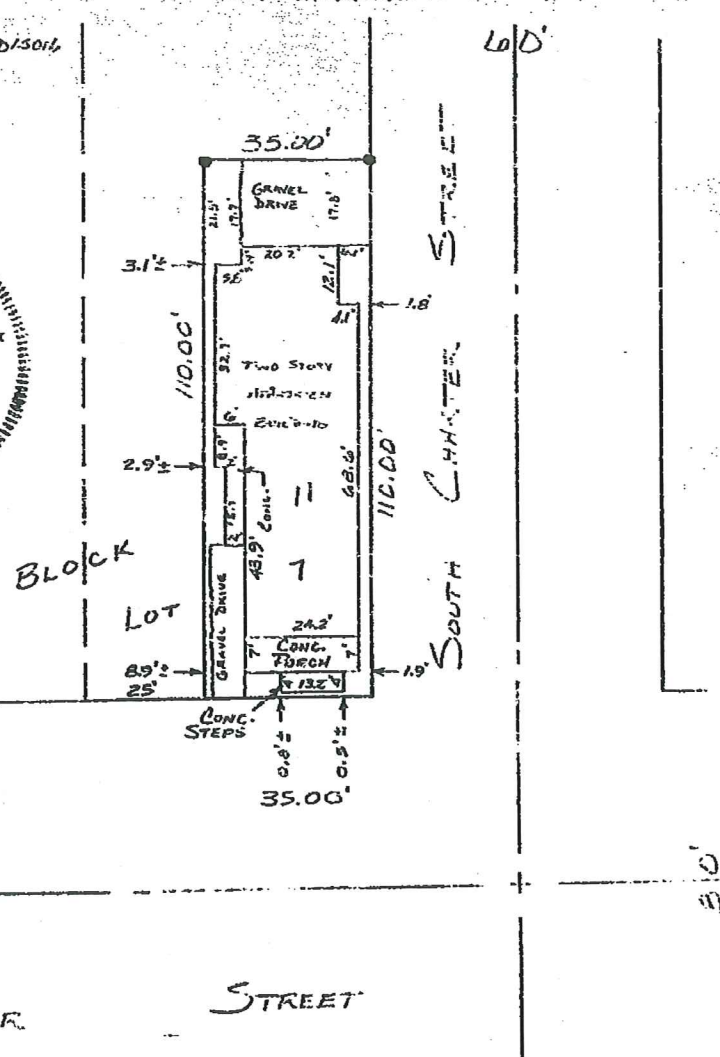
Note: This inspection is not intended to be a survey of the premises. The client has waived the survey provisions of Chapter AE5.01 via a letter on file with this office. This inspection is intended for the client's information and is not warranted for new construction or other purposes.

REQUESTED BY

LOTT BRAW
 1202 CHANDLER STREET
 MADISON, WISCONSIN

DESCRIPTION

EAST 35 FEET OF THE SOUTH 110 FEET, LOT 7, BLOCK 11, BOWEN'S ADDITION TO THE CITY OF MADISON, DANE COUNTY, WISCONSIN



LEGEND

Scale 1 Inch = 30 Feet
 --K-K-K-- Fence F.P. 30/15
 ● Iron Stake Found

Office Map No. 95M60
 Purchaser: LOTT BRAW
 Address: 1202 CHANDLER STREET
MADISON, WISCONSIN

SURVEYOR'S CERTIFICATE

I have mapped and drawn the above described property and the above map is a true representation thereof and shows the size and location of all visible structures and dimensions of all principal buildings thereon, boundary fences, apparent easements, roadways, and visible encroachments, if any. This mortgage inspection is made for the exclusive use of the present owners of the property, and also those who purchase, mortgage, or guarantee the title thereto within one year from the date hereof.

Dated this 16 Day of JUNE 1995.

[Signature]
 DANIEL V. BIRRENKOTT R.L.S. No. 1531

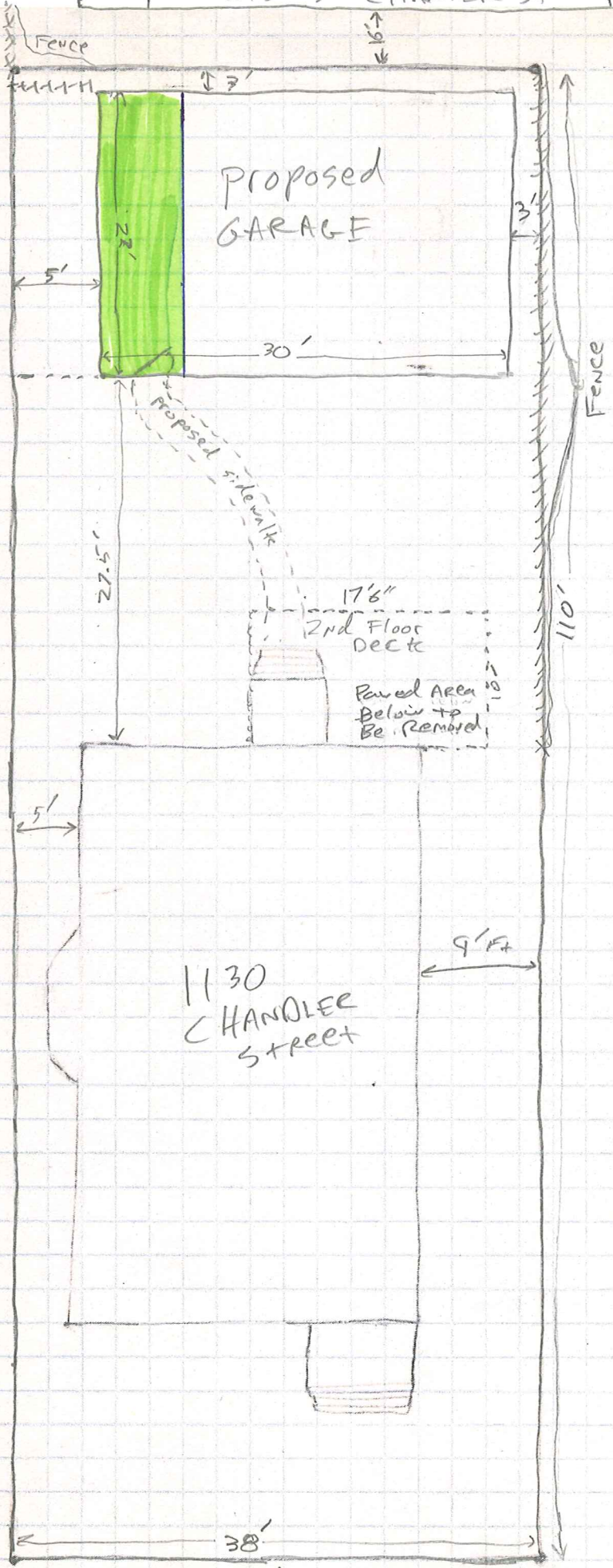
PRELIMINARY. NO TITLE REPORT

1130 Chandler
Scale 1" = 10'
(2.5' per segment)

Two-story two-family dwelling
New Detached ACC.
Structure (garage)

Reverse-Corner Side Yard

10.0' Required
5.0' Provided
5.0' VARIANCE



Charter St

city sidewalk

1130
CHANDLER
STREET

1128 Chandler St

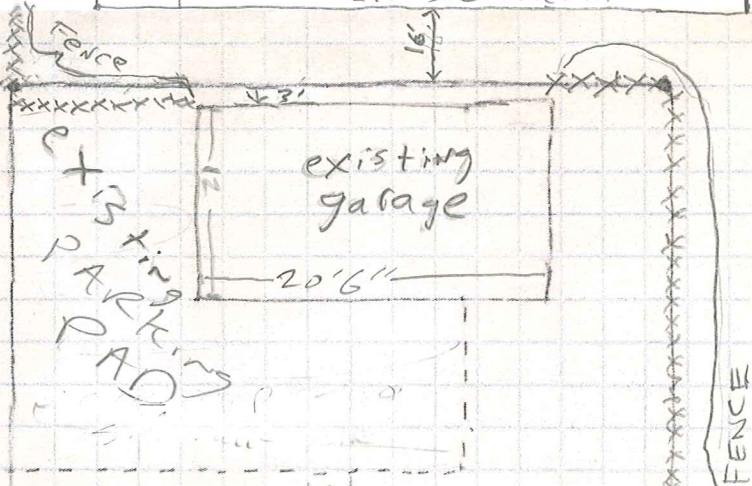
Lot size
38' x 110'

CHANDLER ST

1130 Chandler

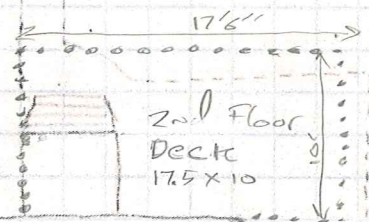
Scale

1" = 10'
(2.5' per segment)



Charter Street

EXISTING sidewalk



5'

1130 CHANDLER STREET

9'

1128 Chandler

Lot size
38' x 110'

city sidewalk

city sidewalk

CHANDLER ST

CITY SIDEWALK

1128 CHANDLER ST

1130 CHANDLER ST

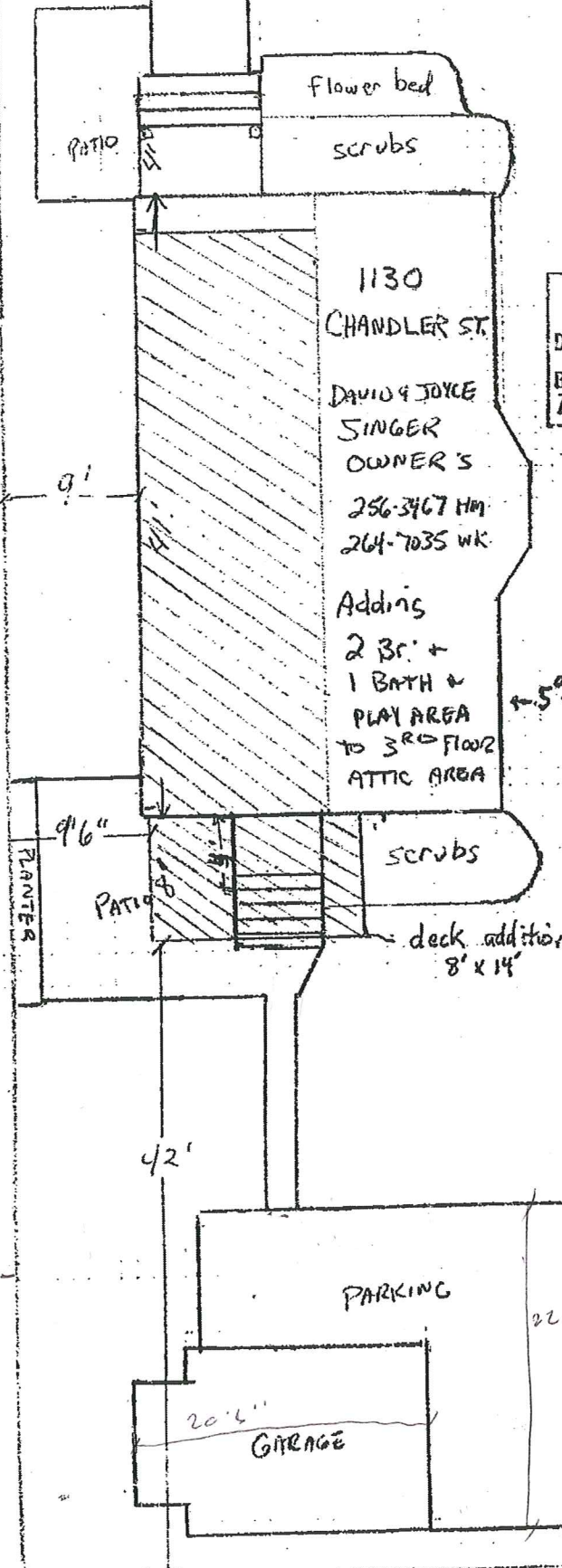
DAVID & JOYCE SINGER
OWNER'S
256-3467 HM
264-7035 WK

Adding
2 Br. +
1 BATH +
PLAY AREA
TO 3RD FLOOR
ATTIC AREA

2nd floor.
deck addn.

ZONING APPROVED	
DATE	8-6-99
BY	Kathy Voelck
ZONING ADMINISTRATOR-MADISON, WISCONSIN	


dormer addn per
SBA 6-10-99



LOT SIZE 39x110
EXPANDING 2nd Floor
Apartment to
2nd + 3rd Floor 20

SCALE 7/32" = 1 Ft.

38

50
40
10x15
15"
penalti
6'
1'3"
7'3"
Proposed
DORMER INDICATED
BY 
CONVERTING 3rd
FLOOR WALK UP ATTIC
INTO LIVING SPACE



Five Staves
- where proposed
Garage would
come out to.

EAST

Leah Johnson and Mitch,
Owners/Applicants
1130 Chandler Street
Madison WI 53715

Variance Application

Introduction

Leah Johnson and Mitch, owners of the subject property, 1130 Chandler Street, Madison Wisconsin, 53715, request a Zoning Variance so that they can replace an old, dilapidated garage. The property is an owner-occupied two-flat, Leah and Mitch live upstairs and rent out the lower flat to a family (Chris, Andrea and their baby, Dexter). Leah and Mitch purchased the property in 2010 and have made improvements taking out permits for remodeling of the kitchen and bath, as well as new interior paint, carpet, along with many new plants and landscaping work outside for which neighbors often offer compliments. In an effort to continue making improvements to the property, Leah and Mitch are now seeking to replace the old, dilapidated garage and adjacent parking pad with a new garage that would fit in well with the character of the neighborhood and provide car and bike parking for families.

The Existing Garage and Adjacent Parking Pad

The existing garage, shown in the attached drawings and photos, is a small 12 foot by 21 foot structure that just barely can fit a car. Entering the car while it is in the garage requires cracking the door ajar---because it can only be opened slightly, and shimmying into the car seat. Next to the existing garage is an existing 10 foot wide paved parking pad shown in the pictures. The combination of the old garage and the old parking pad show that the property has used that space for parking for many, many years. However, both the garage and the parking pad are deteriorating. Consistent with their history of improvements, Leah and Mitch want to continue to invest in the neighborhood by replacing the deteriorating parking area and garage with a new garage.

The Proposed New Garage

The width of the proposed new garage is 22 feet, which would fit within or replace the width footprint of the existing garage and parking pad. The proposed length of the garage is 30 feet, which would extend the back of the garage back about 3.5 feet, and bring the front of the garage forward about 5.5 feet. As one can see from the photos and drawings, extending the existing garage back a few feet can be done without reducing any useable open space and while still providing the

required 3 foot setback on that side. However, a variance would be needed to bring the garage forward as proposed. The front of the proposed garage would cover a few feet of what is already a paved driveway and parking area, making that area more valuable and useful because cars could be parked there in covered space and the rear of the garage could be used for bike storage and gardening tools.

Standards for Variance

1. **There are conditions unique to the property of the applicant that do not apply generally to other properties in the district.**

Several conditions unique to 1130 Chandler do not generally apply to other properties. First, 1130 Chandler is a reverse corner lot. The vast majority of properties in the district do not have the unique layout and conditions of a reverse corner lot. Second, unlike most of the properties in the immediate neighborhood, 1130 Chandler is not alley-loaded. Most of the homes in the surrounding blocks have garages on the alley or have access to parking spaces from the many neighborhood alleys. The unique layout of the 1130 Chandler lot means it does not have an option for alley-accessed parking or loading like most of the neighborhood properties.

2. **The variance is not contrary to the spirit, purpose, and intent of the regulations in the zoning district and is not contrary to the public interest.**

The property is zoned TR-C3. The spirit, purpose and intent of TR-C3 are,

to stabilize, protect and encourage throughout the City the essential characteristics of the residential areas typically located on the Isthmus, near East and near West portions of the City, and to promote and encourage a suitable environment for family life while accommodating a full range of life-cycle housing. The districts are also intended to:

(a) **Promote the preservation, development and redevelopment of traditional residential neighborhoods in a manner consistent with their distinct form and residential character.**

(b) **Ensure that new buildings and additions to existing buildings are designed with sensitivity to their context in terms of building placement, facade width, height and proportions, garage and driveway placement, landscaping, and similar design features.**

(c) **Maintain and improve the viability of existing housing of all types, while providing for updating of older housing in a context-sensitive manner.**

(d) Maintain or increase compatibility between residential and other allowed uses, and between different housing types, where permitted, by maintaining consistent building orientation and parking placement and screening.

(e) Facilitate the preservation, development or redevelopment goals of the comprehensive plan and of adopted neighborhood, corridor or special area plans.

(MGO 28.041(1)) (Emphasis added)

The proposed garage is consistent with characteristics of the neighborhood. The updated garage will be context sensitive, fitting into and preserving the unique character of the garages throughout the neighborhood as shown in the attached photos.

The Greenbush Neighborhood Housing Revitalization Strategy Report was adopted by the City Council in 2010 as part of the Greenbush Neighborhood Plan. The adopted plan concludes that the neighborhood and city should “encourage and support owner occupied housing opportunities.” (Copy Attached).

The proposed garage will promote and encourage a suitable environment for family life. Being able to have a garage that accommodates two cars, bike parking, and a work bench for gardening tools and pots will allow us to continue to use, maintain, and improve the property as the owner-occupiers.

The Greenbush Neighborhood Plan notes repeatedly that providing more parking is a neighborhood goal. “Parking is one of the most important issues in the neighborhood. There is a deficiency of residential, visitor, and employee parking in the neighborhood both during the week and on weekends, particularly during University of Wisconsin-Madison home football games.” (GNP, p.12 – Copy attached).

“Parking is a major neighborhood issue with a lack of on-site parking for many multi-family structures, hospital employee parking, and University of Wisconsin student and faculty parking, Regent and Park Street corridor parking.” (GNP, p.29 – Copy attached).

Addressing the lack of parking and allowing context sensitive updates that match the neighborhood’s existing character are the goals of the neighborhood and the zoning code. This proposal seeks to meet both those goals by providing more covered parking spaces for cars and bikes in a manner consistent with the context of the surrounding neighborhood.

3. For an area variance, compliance with the strict letter of the ordinance would unreasonably prevent use of the property for a permitted purpose or would render compliance with the ordinance unnecessarily burdensome.

Compliance with the strict setback dictated by the ordinance would unreasonably prevent use of the property for a permitted purpose by imposing a single-family sized garage for a two-family building that is owner occupied. The code permits, and the property is, a two-family home. The strict language of the ordinance lists setbacks only for single family homes. The ordinance allows a garage on our property, but strict compliance unreasonably provides *no differentiation* of the size and setback requirements for a garage on a two-family property.

Again, the neighborhood plan repeatedly identifies a lack of parking as a major issue. Granting a variance for the proposed garage that provides more covered car and bike parking would help ameliorate that issue.

4. The alleged difficulty or hardship is created by the terms of the ordinance rather than by a person who has a present interest in the property.

The difficulty in providing valuable, attractive, covered parking for a two-family residence is a difficulty created by the ordinance which, while allowing for two families, gives no allowance for the additional parking that the use by two families with cars and bikes requires.

The goals of the zoning code and the neighborhood plan are to encourage and preserve a family environment. This property at 1130 Chandler is close to the higher density student rental properties. The terms of the ordinance as strictly applied would limit parking for two families' cars and bikes, it is those terms that create a difficulty and not something created just by the current resident of the property. Indeed, any future family that owns or resides in the property will desire improved parking like this proposal calls for. Granting the proposed variance will encourage and promote an owner-occupied family environment in the neighborhood, by keeping the property attractive to families. Absent parking improvements, the property could slide towards a two-unit student rental, since students do not have as many parking needs as families.

5. The proposed variance shall not create substantial detriment to the adjacent property.

A new garage that is sensitive to the context of and unique character of the neighborhood replacing the existing, dilapidated garage will be a pleasing improvement that will benefit the adjacent property and the neighborhood. The adjacent property owners, the alderperson, and the entire neighborhood association were contacted about the proposed new garage and no one had any objections to the proposed improvement. (See Attached emails)

6. The proposed variance shall be compatible with the character of the immediate neighborhood.

The requested variance fits in well with the neighborhood. The neighborhood is filled with garages, particularly on reverse corner lots, without alley parking, that have similar or shorter setbacks. See attached map and photos.

Leah and Mitch, who bought, live in, and are improving the property would simply not make a variance request for something inconsistent with the neighborhood. We rent out our downstairs to a working family, not to a couple of random students. We put a ton of work into gardening and improving the property. In short, we really like the neighborhood. We like and want to maintain the family environment in this neighborhood with a garage that is consistent with the character of the neighborhood. The proposed garage will allow our family and tenant families to park cars and bikes.

For the above reasons, we respectfully request a variance that would allow us to replace our dilapidated old garage and parking pad that together are 22 by 21 feet, with a new garage that is 22 by 30 feet. It would fit in well with the character of the neighborhood and would provide car and bike parking for families. Thank you for your time and consideration. Please feel welcome to contact me with any questions.

Submitted this 8th Day of July, 2013

On behalf of the Owners-Applicants
Leah Johnson and Mitch,



Mitch
SBN 1041034
1130 Chandler Street
Madison WI 53715
608 205-8612



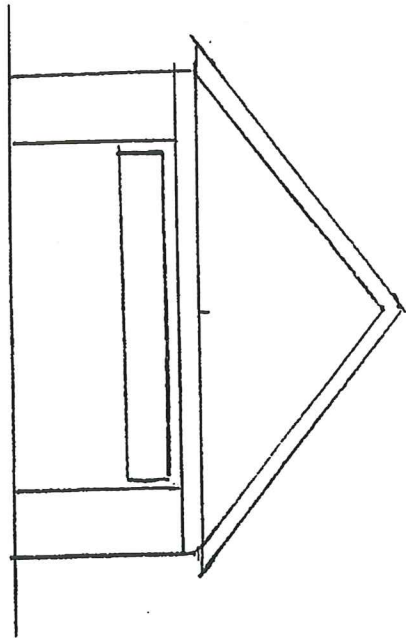
Hyron
1802



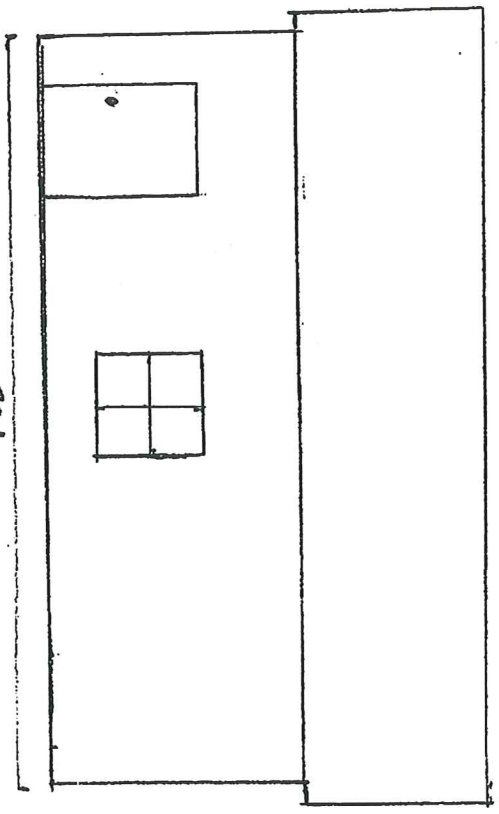
SOUTH



WEST

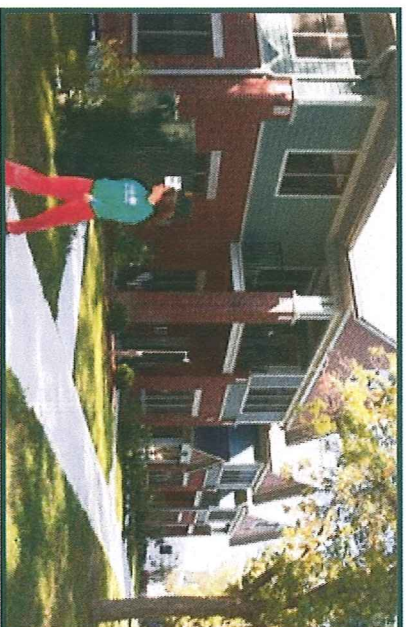


WEST ELEVATION (CHARTER ST)



SOUTH ELEVATION (FACING HOUSE)

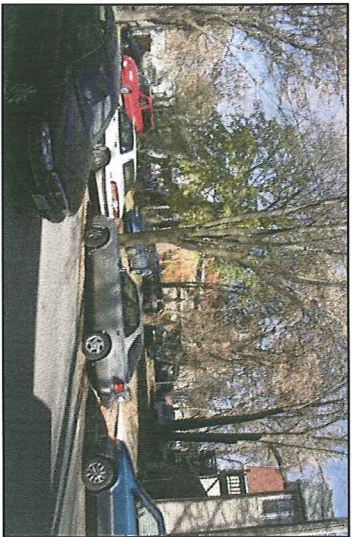
1130 CHANDLER
Proposed
22' x 30'
1 story garage



Greenbush Neighbourhood Plan

Adopted by the City of Madison July 1, 2008

Amended November 9, 2010



There is a lack of parking in the neighborhood.

The ability to walk to many destinations around the neighborhood and community is one of the benefits and attractions for living in the Greenbush Neighborhood. While the neighborhood streets are generally pedestrian friendly – nearly all have sidewalks on both sides and a few have a sidewalk on one side, there are barriers to pedestrian movement. These barriers include the speed and volume of traffic on South Mills and Drake Streets, which make crossing these streets particularly challenging for children and the elderly. And, crowded on-street parking, particularly on football game days, can block views of on-coming traffic and/or force people to walk around parked vehicles to access crosswalks.

Traffic is primarily controlled throughout the neighborhood by stop signs on most internal streets and traffic signals along Regent and Park Streets. One flashing red light is located at the South Mills Street/Drake Street intersection. Traffic calming, which is comprised mostly of physical treatments such as curb extensions or traffic islands, or changes to streets, helps manage the flow of automobiles throughout a neighborhood by reducing vehicular speed, noise and volume. However, very few traffic-calming devices have been constructed in the neighborhood.

7*

Parking is one of the most important issues in the neighborhood. There is a deficiency of residential, visitor, and employee parking in the neighborhood both during the week and on weekends, particularly during University of Wisconsin-Madison home football games. Consequently, there are large backyard and side yard parking areas in the neighborhood, particularly in the blocks between Mound and Regent Streets.

The availability of on-street parking is restricted by time limits or parking allowed only on one side of a road. Residential parking permits allow extended use of on-street parking. The use of residential streets for long-term employee parking for health care workers contributes to increased traffic in the neighborhood.

Designated bicycle routes exist on Drake and South Mills Streets and Vilas Park Drive. The *Bicycle Transportation Plan* for the Madison Urban Area and Dane County classifies Randall Avenue and Erin Streets as “through streets suitable for most bicyclists,” meaning that there are no formal bicycle lanes but the speed and volume of traffic and street connectivity is appropriate for most bicyclists.

- Northeast quadrant residents are located within a 5-minute walk to the Regent and Park Street corridors; parks; the Neighborhood House Community Center; bus stops along South Mills, Regent, and Parks Streets; places of worship, and the University of Wisconsin campus. The Neighborhood House is the only landmark within this pedestrian shed, but most neighborhood residents enjoy walking distance to many of Greenbush's landmarks. Residents and health care employees are within easy walking distance of a variety of neighborhood services. Four gateways are also located within or immediately adjacent to this quadrant. However, Regent and Park Streets, and Meriter Hospital present significant barriers to pedestrian and bicycle movement in and out of the neighborhood.
- Southwest pedestrian shed residents are within easy walking distance of Vilas Park and Zoo, Bear Mound Park, the UW Arboretum, Zuzu Cafe, and bus stops along South Mills Street. This area has higher assessed single-family residences and more owner-occupied single-family residences than other parts of the neighborhood. There are two landmarks within this pedestrian shed and one gateway.
- Southeast pedestrian shed residents are within close proximity to the UW Arboretum, Henry Vilas Park and Zoo, and the Park Street corridor. However, Park Street and St. Mary's Hospital are important barriers to pedestrian and bicycle travel to most parts of the Greenbush Neighborhood as well as to Brittingham Park. One landmark is located in the area at St. Mary's Hospital, and two neighborhood gateways are located in this quadrant at Park and Erin Streets, and at the intersection of Wingra Drive, Mills Street, and Vilas Park Drive.
- Parking is a major neighborhood issue with a lack of on-site parking for many multi-family structures, hospital employee parking, and University of Wisconsin student and faculty parking, Regent and Park Street corridor parking.

Gateways

Gateways are the most important entrances into the neighborhood that may contain high traffic (pedestrian, automobile, bus, or bicycle) volumes, most visible and defining neighborhood features, and/or adjacent to key community destinations such as the UW Arboretum or University of Wisconsin. The major gateways into the Greenbush Neighborhood are located at the following intersections:

- Randall Avenue and Regent Street
- Mills Street and Regent Street
- Regent and Park Streets
- Park Street and Vilas and West Washington Avenues
- Drake Street and Park Street
- Erin Street and Park Street
- Haywood Drive and Park Street
- Mills Street, Vilas Park and Wingra Drives
- Drake Street and Randall Avenue

Neighborhood gateways are not marked and it is difficult to determine when entering or exiting the neighborhood.



A Revitalization Strategy

Supplement to the Greenbush and Vilas Neighborhood Plans

Spring 2010

The Greenbush and Vilas neighborhoods are excellent examples of established, valued places. They are well connected to a variety of local amenities, shopping, transit, parks and trails, lakes, as well as the University of Wisconsin and downtown. The neighborhoods are home to Meriter Hospital and St. Mary's Hospital, local stakeholders that are engaged with their community and that provide significant services and employment to the area and region. This area has a history of working class families that lived, learned, worked in the neighborhood, and shopped along well defined commercial/retail streets (Monroe, Regent, and Park) that are still viable today. From most perspectives, the neighborhoods represent a model for living sustainably in the city; they are connected, urban, and green.

Greenbush and Vilas are being rediscovered as the desirable and sustainable places they have always been, but in a way that supports greater home ownership, stability, and family living. However, despite the recognized potential of Greenbush and Vilas, their future is uncertain. Property owners are beginning to invest in and improve homes south of Mound Street, but overcrowded and poorly managed rental housing remain a challenge. St. Mary's, Meriter, and the University of Wisconsin recognize the benefits

employees living nearby, yet much of the neighborhood housing remains unaffordable to the majority of their employees.

The Greenbush-Vilas Housing Revitalization Strategy is a bold vision to realize the potential of the neighborhoods. In particular, the Revitalization Strategy aims to:

- Increase the affordability and desirability of the neighborhood for University and hospital employees, graduate students, and young families.
- Introduce a range of housing options that allow residents to live responsibly and simply.
- Enhance the qualities that make the neighborhoods unique: public spaces, tree-lined streets, and variety of established homes.
- Create the Greenbush-Vilas Partnership, a community-based organization charged with the task of implementing the Strategy.

The Revitalization Strategy document is organized into five parts: Part I Summary; Part II Small-scale Investments; Part III Medium-scale Investments; Part IV Large-scale Investments; and Part V Implementation Summary.

Uniquely Greenbush, Uniquely Vilas

Celebrating the neighborhood's distinctive qualities is the foundation to establishing an irreplaceable, highly admired, and loved place - a sustainable neighborhood with lasting value. Pride of ownership, older homes, leafy streets, and corner shops are a few special neighborhood characteristics.



A Range of Housing Options

Greenbush and Vilas have many of the necessary ingredients of a sustainable community. Among them:

- Proximity to major institutions and places of employment supports and encourages walking, cycling, and taking the bus between home, work, and entertainment.
- Daily use of nearby stores and services supports locally-owned businesses.
- Access to nearby parks and recreational opportunities encourages a healthy and active lifestyle.

Despite these many positive qualities, Greenbush and Vilas are missing a critical element of sustainability: a range of housing that enables people to stay in their neighborhoods as they transition through various life stages.

Housing options are limited and unaffordable for many in the community. To address these deficiencies, the Revitalization Strategy recommends broadening the range of housing options to attract and retain long-term residents. Today, Greenbush has mostly undergraduate students and a small number of families; Vilas has many mature families, but a limited range of housing options. Potential residents who want to live in the Greenbush-Vilas neighborhood, such as those working nearby at Meriter and St. Mary's, are unable to find appropriate housing at an affordable price.

Small, medium, and large investments resulting in new townhouses, apartments, cottages, and rehabbed single-family homes and duplexes, will offer multiple paths to homeownership and a range of rental opportunities.

Housing Choices Today and Tomorrow

Today, Greenbush-Vilas offers a relatively narrow range of housing choices for a narrow segment of the population. A wider range of housing is needed to allow residents to remain in the neighborhood as they transition through stages of life as well as to attract new residents that currently cannot afford to live in the neighborhood.

The matrix below indicates the narrow range of housing choices available today (colored squares). The Strategy is focused to accommodate a greater range of market needs with a wider selection of housing types, sizes and prices.

	Single Adult	Couple	Adult & Child	Small Family	Extended Family	Room-mates
		ii	ii	iii	iiii	iiii
Single Family Detached						
Alley House						
Duplex, Triplex or Four-plex						
Cluster or Common Housing						
Small Apartment						
Large Apartment						



today



tomorrow





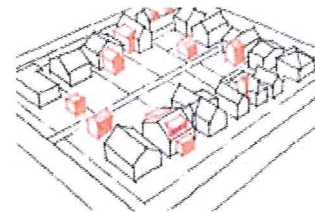
Revitalization Strategy Summary

- 1 Maintain, protect, and preserve the established housing stock; reinforce the character of the area with a Neighborhood Conservation Overlay District. Accommodate potential strategic redevelopment opportunities. **A:** Beth Israel Center site
- 2 Focus on redevelopment North of Mound St that reinforces public realm assets such as Klief Park. **B:** New housing types, **C:** Senior housing, **D:** Workforce housing, **E:** Green Streets
- 3 Encourage and support owner-occupied opportunities by facilitating single family/duplex reversions and conversions; reinforce the character of the area with a Neighborhood Conservation District. **F:** Accommodate possible redevelopment of cluster courtyard housing.
- 4 Anticipate incremental redevelopment and reinvestment to accommodate new residential and mixed-use development consistent with the approved Master Plan for St. Mary's and Meriter Hospitals and the Park Street Urban Design Districts (UDD #7) and Park Street Urban Design Corridor Guidelines.

Variety of Solutions

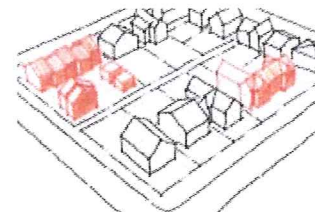
Small Scale

Single lot rehabs, reversions, conversions, general improvements, and infill housing allows current and future homeowners to incrementally improve the residential neighborhood core. The Strategy is focused south of Mound Street.



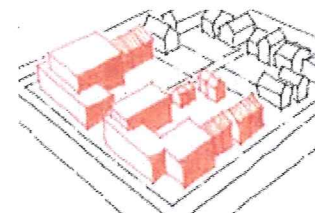
Medium Scale

Townhouses, courtyards, and clusters, ranging from a single lot to 1/2 block. A range of medium-sized investments are suggested north of Mound Street and in selected locations.



Large Scale

Larger projects greater than 1/2 block, but including a variety of unit types and sizes, are appropriate north of Mound Street. These investments are critical to stabilizing and reshaping the most vulnerable portions of the community.





A Revitalization Strategy

Supplement to the Greenbush and Vilas Neighborhood Plans

Spring 2010



Small scale investments by individual property owners are critical to creating stability. The cumulative effect of multiple small investments will help to redefine the neighborhoods as an affordable, stable, desirable place for small investors, first time homeowners, growing households, and small families.

The primary goal of small investments is to foster stability and balance. Small investments will:

- Create multiple and affordable paths to ownership.
- Support the needs of existing homeowners.
- Maximize the efficiency and productivity of single-family lots.
- Reclaim the existing housing stock.

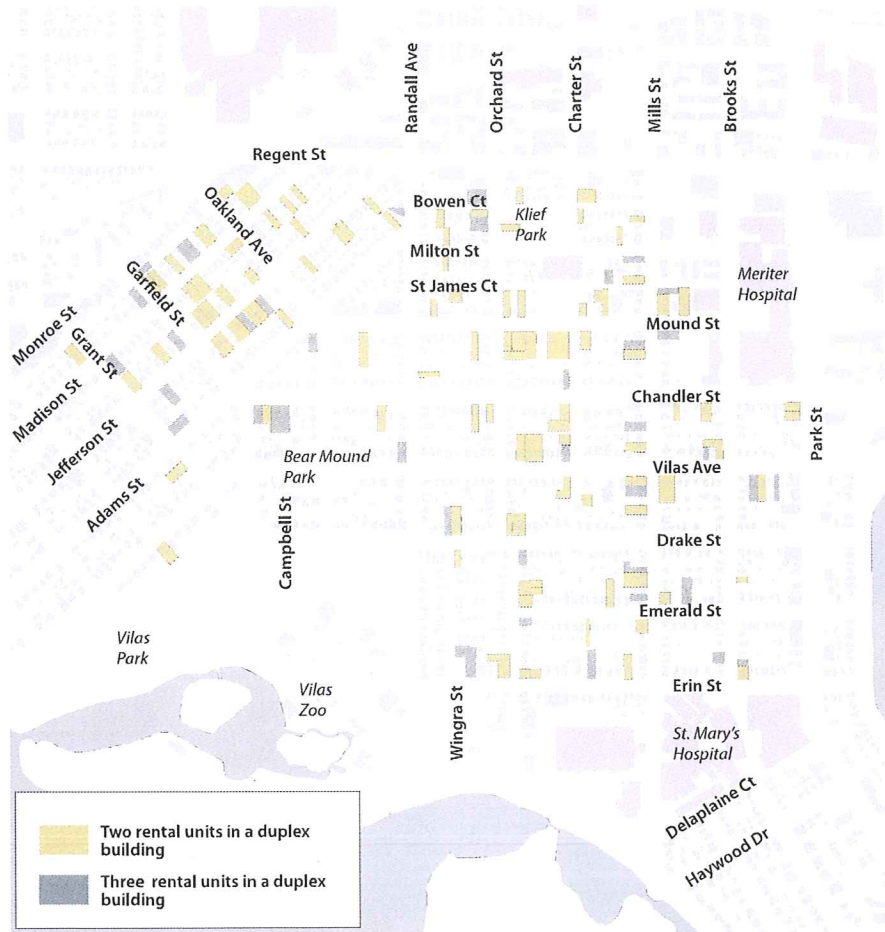
All properties south of Mound in Greenbush and most properties in Vilas are candidates for small investments. The Strategy focuses small investments in these areas to reinforce the residential core of the neighborhoods. With the softening of the rental market south of Mound Street, properties are becoming affordable and available for conversions to ownership.

The cumulative effect of different types of small investments will help redefine Greenbush as an affordable, stable, desirable community. The matrix below identifies how a variety of small scale opportunities can eventually provide a healthy balance of housing choices and result in greater predictability and stability.

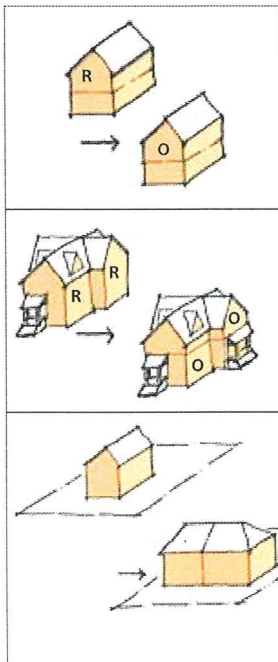
		Goal: Stability and Balance			
		Multiple Paths to Ownership	Support Existing Home-owners	Maximize Efficiency of Single Family Lots	Reclaim Housing Stock
Type of Small Investment	Sale to Owner	X			X
	Reversion	X			X
	Accessory		X	X	
	Improvement		X	X	
	Big Lot Infill	X		X	
	Condominium Conversion	X		X	X

Approximately 130 structures were built as duplex units; 10 are currently owner occupied. Encouraging more homeownership with the remaining duplexes is key to the Strategy. Approximately 80 are rental in their original two-unit configuration; these are excellent opportunities to accommodate more ownership housing and provide affordable rental units in the neighborhood. About 50 have been converted into multi-tenant rentals. These will require a greater investment with higher purchase prices and renovation costs.

Total Structures	+/- 130
Owner occupied	+/- 10
Two unit rental	+/- 80
Three unit rental	+/- 50



Duplex Structures



Sale to Owner

An affordable way to increase ownership and stability in Greenbush is to encourage owner-occupied duplexes and triplexes. These buildings offer low cost housing and supplemental income for investors with the ability to offer on-site management and maintenance.

Condominium Conversion

Condominium conversions offer an option for affordable homeownership to single adults or couples. High quality apartments and larger houses are likely candidates to convert to condominium.

Big Lot Infill

In Greenbush and Vilas there are several large lots that may benefit from small scale redevelopments. Large lots can be subdivided into two separate lots with small cottages duplexes or townhouses. These new homes should be designed with respect the prevailing neighborhood patterns of front yards, porches, and driveway locations.



A Revitalization Strategy

Supplement to the Greenbush and Vilas Neighborhood Plans

Spring 2010

Preserve existing housing stock

Much of the housing in Greenbush-Vilas is high in quality, contributes to the valued neighborhood character, and should be preserved. However, some is in disrepair and may be too expensive to rehabilitate. Replacing some sub-par housing with carefully sited new investments will increase confidence in the neighborhood's future stability, and therefore offer an incentive for investment in other existing homes.

Diversify housing types

Single-family homes and duplexes are the predominant housing type in Greenbush-Vilas. But because of the community's proximity to downtown, the University, and Meriter and St. Mary's Hospitals, demand for different kinds of housing is a consistent and often unmet need. Many young or single employees, as well as older residents and empty-nesters, would like to own a home but are looking for a smaller, more affordable option that currently does not exist. Medium-scale investments provide another option to address the variety of market opportunities.

Offer niche communities

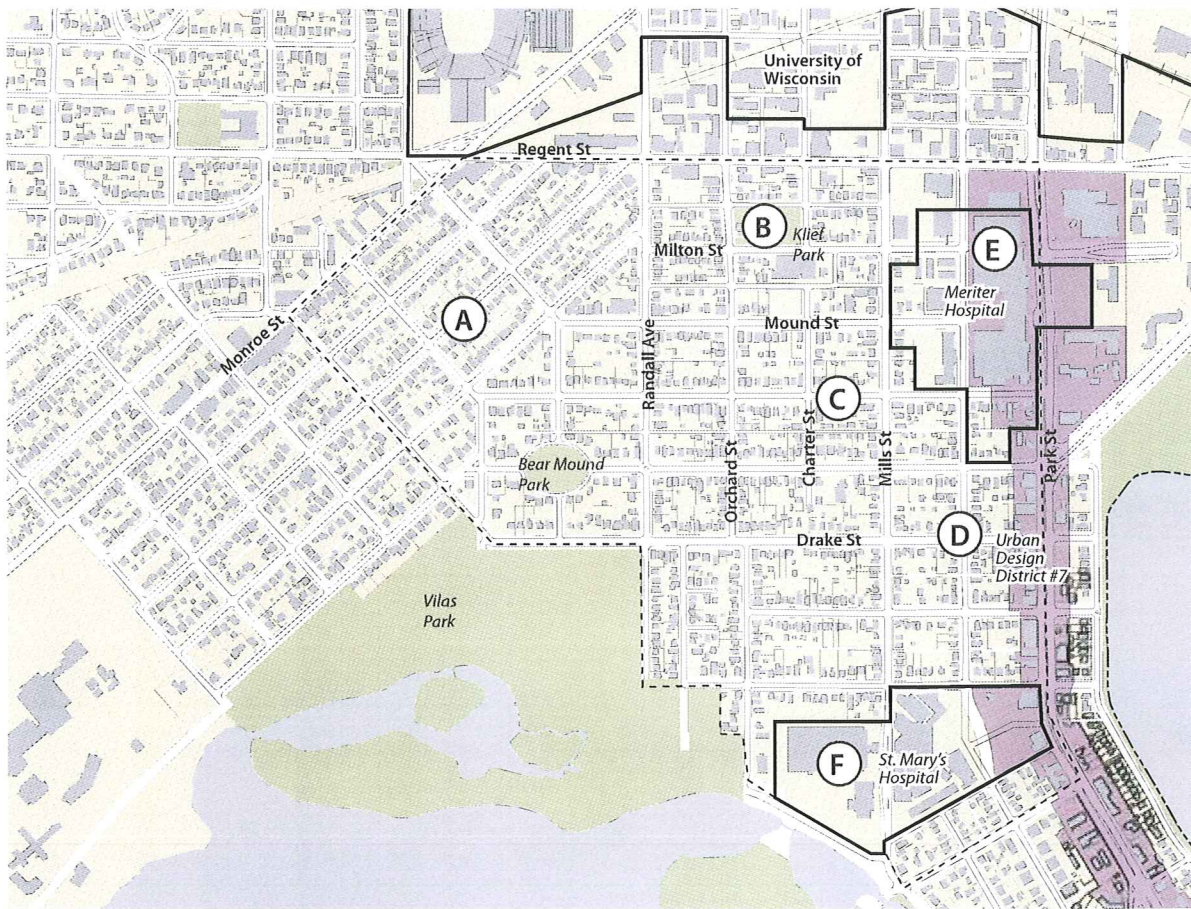
Greenbush-Vilas includes two cohousing developments. Both are medium investments that address particular segments of the market. There could be more of these kinds of developments, both in program, like cohousing, and in geographic arrangement, such as housing clusters.

Transition from large to small

Greenbush-Vilas edges are neighborhood shopping streets with larger buildings, while the neighborhood interiors include quieter streets with small homes. Medium-scale investments can help manage the transition between larger, more intense development along corridors and single-family homes in the core.

Provide small scale green spaces

Greenbush-Vilas is home to many valuable public green spaces. Because of the site size and building scale, medium investments can incorporate new green spaces into development projects in the form of courtyards and common greens in cluster housing.



Summary of Implementation Strategy

- | | |
|---|---|
| <p>(A) Maintain, protect, and preserve the established housing stock. Respond to the Monroe Street Commercial District Plan.</p> | <ul style="list-style-type: none"> • Neighborhood Conservation Overlay • Beth Israel Center site |
| <p>(B) Focus on redevelopment North of Mound Street that reinforces public realm assets such as Klief Park. Respond to the Regent Street – South Campus Neighborhood Plan.</p> | <ul style="list-style-type: none"> • Incremental redevelopment around Klief Park • St. James and Bowen Court Green Streets • Court Street Cottages – small single family increment • St. James Church & School site |
| <p>(C) Encourage and support owner-occupied opportunities by facilitating single family and duplex reversions.</p> | <ul style="list-style-type: none"> • Neighborhood Conservation Overlay • Courtyard Cluster Housing |
| <p>(D) Anticipate incremental redevelopment and reinvestment to accommodate new residential and mixed-use development.</p> | <ul style="list-style-type: none"> • Park Street Urban Design District (UDD #7) and Park Street Urban Design Corridor Guidelines |
| <p>(E) Recognize and respond to the Meriter Hospital Master Plan.</p> | <ul style="list-style-type: none"> • Master Plan investment and development • Mills Street workforce housing |
| <p>(F) Recognize and respond to the St. Mary's Hospital Master Plan.</p> | <ul style="list-style-type: none"> • Master Plan investment and development |



Subject: 1130 Chandler Pre-Filing Notice about conditional use permit for garage

From: Mr mitch (lvewell@yahoo.com)

To: sue@sueellingson.com;

Bcc: leahkjohnson@gmail.com;

Date: Friday, May 31, 2013 11:11 AM

Hi Sue,

I wanted to let you know that my wife and I are considering filing an application for a conditional use permit for a garage at our property located at 1130 Chandler Street (we are the house on the corner of Chandler and Charter Streets).

Regarding the conditional use permit, the zoning allows garages up to 576 square feet (22 by 26 feet) and we were hoping to go a bit bigger, 660 square feet (22 by 30 feet). I recently attended a plan commission hearing where a similar conditional use permit (for a 770 square foot garage) was approved. That was an application by the Stevenson family (they have the house a block away from us on the corner of Vilas and Mills).

The new garage we are planning will replace a very old and dilapidated garage, a cracked parking pad, and cracked driveway. We purchased the property in 2010, and have since been fixing up the house and doing lots of gardening and landscaping. Our plan will not reduce the usable green space and will in fact, allow us to have a part of the garage to be used as a gardening shop to store tools, pot plants, etc.

Let me know if you have any questions. When we get the plans drawn up, I will send you a copy if you would like. Also, feel free to stop by anytime and we can show you exactly what we plan to do. If you swing by this weekend -- you will see us outside spreading a lot of mulch in the garden areas (if the weather cooperates).

best wishes,

Leah Johnson and Mitch

Email to Alderperson

Subject: Garage
From: Mr mitch (lvewell@yahoo.com)
To: greenbushneighborhood@yahoogroups.com;
Date: Saturday, June 8, 2013 4:00 PM

Hello

I wanted to let the GNA know that my wife and I are considering filing a permit application to replace our old garage at our property located at 1130 Chandler Street.

Regarding the permit we are planning to do a single story 2-car garage of 660 square feet (22 by 30 feet). A similar permit (for a 770 square foot garage) was approved for home a block away.

The new garage we are planning will replace a very old and dilapidated garage, a cracked parking pad, and cracked driveway. We purchased the property in 2010, and have since been fixing up the house and doing lots of gardening and landscaping. Since the new structure will go on top of the old parking pad it should not reduce the usable green space on our property and will in fact, allow us to have a part of the garage to be used as a gardening shop to store tools, pot plants, park bikes etc.

Let me know if you have any questions. We are really early in the process now, but once we get any plans drawn up, I will show a copy to anyone who would like. Also, feel free to stop by anytime and we can show you exactly what we plan to do.

Best wishes,

Leah Johnson and Mitch

From: Amanda Ryan <amanda.ryan80@yahoo.com>;
To: <greenbushneighborhood@yahoogroups.com>;
Subject: [greenbushneighborhood] New Neighborhood House Website!
Sent: Wed, Jun 5, 2013 9:26:21 PM

Hello Neighbors!

Our new website is now up and running! Please visit our site and take a look around! We have been working on this for almost a year and we are very proud of what we have accomplished in that year!

<http://www.neighborhoodhousemadison.org/>

Thanks to all the neighbors who have supported us!
Amanda and Dan

Email to Entire
Neighborhood



Email with
adjacent property
Mitch . <lvevell@gmail.com>
OWNER OF
213 Charter

Building a New Garage

2 messages

Mitch <lvevell@gmail.com>

Wed, Apr 17, 2013 at 1:57 PM

To: elsadrews@gmail.com

Hi Elsa,

I hope you are doing well.

Leah and I are planning to take down our garage and put up a new one.

We are still very much in the getting estimates and figuring out a plan stage, but we hope to do it sometime this summer.

We have one estimate so far, and the contractor pointed out that when they pour the new concrete slab for the garage, the temporary frame that holds the concrete in will likely cross into the neighbors yards. I have a picture from him that explains this---it is attached.

In the photo, you can see there are wood pieces that are angled to support the slab-frame. It is those angled support pieces that would possibly cross over into your yard a little for the few days when the concrete is poured and dries. We might also need to temporarily unscrew some of the pickets from the fence for the same reason, so that when they pour the concrete into the driveway frame, the frame is supported. After a couple of days, we would put those pickets back up.

Let me know if you have any questions and/or if that makes sense and is okay. If you are in town, I am happy to meet and show you in person.

best wishes,

Mitch



garage base.jpg
180K

Elsa Drews <elsadrews@gmail.com>

Sun, Apr 28, 2013 at 4:01 PM

To: Mitch <lvevell@gmail.com>

Hi Mitch,

I thought I'd responded, but found this sitting in my inbox. I'm sorry about the slow response.

Of course it's fine: do whatever you need to do. I'm happy as long as the property finishes in the same condition it started, and if you keep the Tharauds (tenants) in the loop with dates/plans. You can reach Jerome at

jerometharaud@gmail.com.

Best of luck with the construction project!
Elsa

[Quoted text hidden]

Examples of Houses with Similar Garages

Share

Imported at Sun May 12 09:56:50 PDT 2013 from map test.

Edited at 12:01 PM

File Edit Tools Help

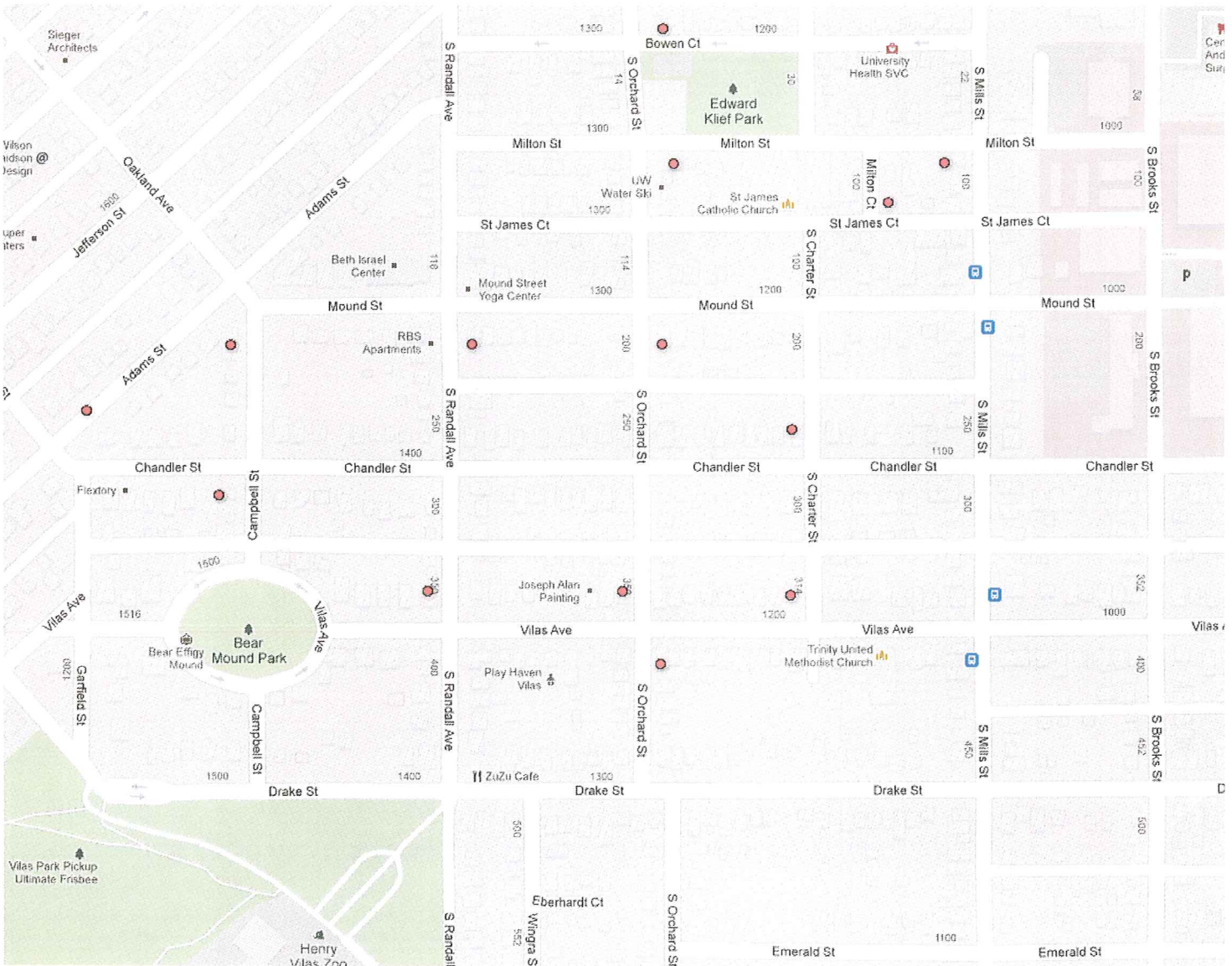
Rows 1

Cards 1

Map of example...

Filter No filters applied

Saved 18 rows





1402 Vilas Ave



1218 MOUND STREET



1233 / 1235 Mound Street



1204 Vilas Ave



1233 Vicks Ave



1337 Mound Street



104 South Mills Street



1202 CHANDLER ST