

**PLANNING UNIT REPORT  
DEPARTMENT OF PLANNING AND DEVELOPMENT  
of July 18, 2006**

**RE: ID# 04006: Zoning Map Amendment I.D.s. 3205 & 3206, rezoning 8201 Mayo Drive from PUD-GDP-SIP to Amended PUD-GDP-SIP.**

1. Requested Actions: Approval of a request to rezone 1.3 acres located at 8201 Mayo Drive from Planned Unit Development, General Development Plan/ Specific Implementation Plan (PUD-GDP-SIP) to Amended PUD-GDP-SIP to allow construction of a mixed-use building containing 44 condominium units and first-floor retail space.
2. Applicable Regulations: Section 28.12 (9) provides the process for zoning map amendments; Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments.
3. Report Drafted By: Timothy M. Parks, Planner

**GENERAL INFORMATION**

1. Applicants: Tien Truong & Jim Hess, Anthias, LLC; 2970 Chapel Valley Road; Madison.  
Property owner: WC Development Corp.; 625 N Segoe Road # 101; Madison.
2. Development Schedule: The applicant wishes to begin construction as soon as all regulatory approvals have been granted, with completion scheduled for September 2007.
3. Parcel Location: Approximately 1.3 acres located at the southwest corner of Mayo Drive and Waldorf Boulevard, in Aldermanic District 1; Madison Metropolitan School District.
4. Existing Conditions: Undeveloped land, zoned PUD-GDP-SIP.
5. Proposed Land Use: 44 condominium units and approximately 8,583 square feet of first floor commercial space, zoned PUD-GDP-SIP.
6. Surrounding Land Use and Zoning: The subject site is generally surrounded by existing and proposed neighborhood mixed-use, service and medium-density multi-family residential uses located in the Midtown Commons development, including a veterinary hospital that will share the southern portion of the subject lot. A park is proposed to be located across Mayo Drive from the site.
7. Adopted Land Use Plan: The High Point-Raymond Neighborhood Development Plan recommends the site for "neighborhood mixed-uses."
8. Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.

9. Public Utilities & Services: The property is served by a full range of urban services.

### **STANDARDS FOR REVIEW**

This application is subject to the standards for zoning map amendments, and the standards for planned unit development districts.

### **ANALYSIS AND EVALUATION**

The applicants are requesting approval to amend a recently approved PUD-GDP-SIP for Lot 90 of the Second Addition to Midtown Commons to allow construction of a four-story mixed-use building containing 44 condominium units and 8,583 square feet of first floor retail space. The building will be located on the northern 1.3 acres of the 3.9-acre platted lot, which extends along the west side of Waldorf Boulevard from Mayo Drive on the north south to Midtown Road. The Plan Commission reviewed a specific implementation plan for a veterinary hospital on the southern 2.6 acres of this lot on July 10, 2006. The Common Council approved the veterinary hospital on July 18, 2006. A Certified Survey Map dividing Lot 90 into two lots has been reviewed administratively and will be recorded prior to the recording of these two specific implementation plans.

The proposed mixed-use building will front onto Mayo Drive and will be located within ten feet of the public sidewalk at its closest point. A setback of approximately 20 feet is proposed along Waldorf Boulevard. The building will stand four stories above Mayo Drive and will include a partially exposed lower level resulting from a fairly significant grade change from Mayo Drive to the south. A fully enclosed 46-space underground parking garage will occupy the lower level with access provided through a 38-space surface parking lot to be located parallel to the south wall of the building. Access to the site will be shared with the veterinary hospital to the south using internal drives that will extend from a Mayo Drive driveway adjacent to the proposed building as well as from a Waldorf Boulevard driveway located mid-block between Mayo Drive and Midtown Road.

The 8,583 square feet of first floor retail space will occupy the Mayo Drive and Waldorf Boulevard sides of the first floor, while five dwelling units will occupy the southern half of the floor overlooking the rear parking area. The remaining 39 dwelling units will occupy the top three floors, with an entry vestibule from Mayo Drive and a rear vestibule facing the surface parking lot providing access to the residential component. The building will be constructed using a mix of CMU, two types of brick and composite horizontal siding and will be topped with a recessed hip roof. Units on the top three floors will include recessed porches.

### **Inclusionary Zoning**

The proposal represents a major alteration to the previously approved general development plan for Midtown Commons. When the Midtown Commons planned unit development was approved, Lot 90 was identified for a maximum of 42 dwelling units. However, 30 of those units were allocated to a condominium project on Lot 91 immediately west of the subject site when it was approved in June 2005. [Note: Lot 90 was identified as one lot in the PUD-GDP but was split

into Lots 90 and 91 when the property was platted.] Since the number of dwelling units will now exceed 42 on the original Lot 90, a major alteration to the planned unit development to increase the density is required.

The applicants have submitted an Inclusionary Dwelling Unit Plan (IDUP) indicating their intent to comply with the inclusionary zoning provisions of the Zoning Ordinance for the 44-unit project. The IDUP indicates that seven of the 44 units or 15.9% will be constructed to meet the affordability criteria, with all of those units to be provided to families earning 80 percent of the area median income (AMI). All 44 of the units will contain two bedrooms and a minimum of 1,100 square feet of floor area. A dispersion plan submitted with the application shows that two affordable units will be located on each of the first three floors with the seventh unit to be located on the fourth floor. Staff believes the dispersion of these units to be adequate, with units dispersed horizontally and vertically throughout the building.

No incentives or revenue offsets have been requested with this proposal. A report from the Community Development Block Grant Office indicating the project's conformance with the Inclusionary Zoning section of the Zoning Ordinance is attached.

### **CONCLUSION**

The proposed mixed-use building represents the continuing evolution of the Midtown Commons development and will be the second mixed-use building approved in the subdivision, joining a 60-unit building to be located across Waldorf Boulevard from this site. In general, the Planning Unit believes the proposed building is a well-designed building featuring high-quality building materials that should be a positive addition to the burgeoning Midtown Commons community.

The Urban Design Commission reviewed this project on June 28, 2006 and recommended initial approval (see attached report).

### **RECOMMENDATION**

The Planning Unit recommends that the Plan Commission forward Zoning Map Amendment I.D. 3205 and 3206, rezoning 8201 Mayo Drive from PUD-GDP-SIP to Amended PUD-GDP-SIP to the Common Council with a recommendation of **approval**, subject to input at the public hearing and comments from reviewing agencies.

**8201 Mayo Drive**  
**Staff Review of the Inclusionary Development Unit Plan:**  
**(July 12, 2006)**

Name of Development	Lot 90 Midtown Commons
Address	8201 Mayo Drive
Developer/owner	Anthias LLC
Contact Person	Tien Truong and Jim Hess
Contact Phone	608.310-4825
Fax	608. 276-8659
Contact-mail	tienandjim@tienandjim.com

**SYNOPSIS:**

44 new 2 bedroom condominium units with commercial on the first floor and underground parking, of the 44 units 7 will be IZ units.

The IZ units are dispersed across all floors and all quadrants of the building.

**CONCLUSION:**

The project as proposed, based upon the available information furnished by the developer,	
X	Will comply with MGO 28.04 (25)
	Will comply with MGO 28.04 (25) if the following conditions or changes are met:
	Does not comply for the following reasons:

Reviewed by	Barb Constans, CD Grants Administrator Hickory R. Hurie, CD Grants Supervisor Date: July 12, 2006
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**1. PROPOSED ALLOCATION OF AFFORDABLE UNITS**

Number of units	At Market	At 80%	At 70%	At 60%	At 50%
for-sale units	37	7			
rental units					

Number of units	Efficiency	1-bedroom	2-bedroom	3-bedroom	4-bedroom
For Sale Market-rate			37		
For Sale: Inclusionary units			7		

**3. ISSUES RELATED TO DESIGN, PRICING, OR TERMS OF IZ UNITS**

Standards for inclusionary dwelling units (IDUs)	Complies	Does not comply	Additional comments
Exterior Appearance of IDUs are similar to Market rate	Yes		One building: common exterior
Proportion of attached and detached IDU units is similar to Market rate.	Yes		
Mix of IDUs by bedroom size is similar to market rate	Yes		
IDUs are dispersed throughout the project	Yes		
IDUs are to be built in phasing similar to market rate	Yes		
Pricing fits within Ordinance standards	Yes		Units will be priced at time marketing starts – which will match the phases of the development
Developer offers security during construction phase in form of deed restriction	Yes		

Developer offers <b>enforcement</b> for for-sale IDUs in form of option to purchase or for rental in form of deed restriction	Yes		Standard terms will apply.
Developer describes marketing plan for IDUs	Yes		Standard terms will apply.
Developer acknowledges need to inform buyers/renters of IDU status, responsibilities for notification	Yes		
Terms of sale or rent	Sale		
Developer has arranged to sell/rent IDUs to non-profit or CDA to meet IDU expectations	No		no arrangements made; developer will handle marketing.
Developer has requested waiver for off-site or cash payment	No		No request for waiver
Developer has requested waiver for reduction of number of units	No		No request for waiver
Other:			

#### 4. INCENTIVES REQUESTED

- A) Density bonus of 10% (except developments of 4 or more stories and >75% of parking is underground, or has 30 or fewer detached units, then density of 20% per point)
- B) Reduction in Park development fees
- C) Reduction in Park Dedication requirements
- D) 25% reduction in parking requirements
- E) Non-city provision of street tree landscaping
- F) Cash subsidy from IZ fund, \$5,000/IZ unit for units designated for families at 60% AMI or less ( for owner occupied units) and 40% AMI or less for rental units
- G) Cash subsidy from IZ fund, \$2,500/IZ unit for projects with 49 or fewer detached dwelling units or developments with 4 or more stories and at least 75% of parking is underground.
- H) One additional story in downtown design zones, not to exceed certain height requirements
- J) Eligibility for residential parking permits equal to number of IZ units in PUD
- J) Assistance in obtaining other funds related to housing
- K) Preparation of a neighborhood development plan from non-city sources (if development located in Central Services Area, is contiguous to existing development and no such plan exists.
- L) Other :

#### 5. ISSUES OF PROCESS

Are there issues in any of the following steps that should be identified now for closer attention?

Step	Standard Step Activity	Special Issues
Pre-conference with City Planning Staff	June 5, 2006	
Presentation of <u>Concept</u> to City's Development Review Staff Team		
Submission of Zoning Application and <u>IZ Dwelling Unit Plan</u>	June 20, 2006	
<u>Formal Review</u> by City's Development Review Staff Team	July 13, 2006	
Formal Review by <u>Plan Commission</u>	July 24, 2006	
<u>Appeal</u> Plan Commission Decision to Common Council (optional)		
<u>Compliance</u> with Approved Inclusionary Dwelling Unit Plan	Deed restriction will be recorded for the 7 units at the time the PUD SIP is filed for the building	
<u>Construction</u> of development according to Inclusionary Dwelling Unit Plan	Will be done at same time as market rate units	
Comply with any continuing requirements	Sample 5% of IDU annually for compliance review.	

17



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: July 14, 2006  
TO: Plan Commission  
FROM: Larry D. Nelson, P.E., City Engineer  
SUBJECT: 8201 Mayo Drive Rezoning

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 approval and recording of the previously submitted proposed Certified Survey Map, which includes this project lands, shall be coordinated with the recording of the PUD(SIP) and Condominium Plat.
2. Individual Condominium unit addresses shall be obtained and/or approved by the Engineering Division. Contact Lori Zenchenko at 266-5952 or [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com).

**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: 8201 Mayo Drive Rezoning

**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.
- 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

17



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.
- 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.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

#### 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.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.5 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.
- 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.7 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.
- 4.8 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.
- 4.9 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
  - Detain the 2 & 10-year storm events.
  - Detain the 2, 10, & 100-year storm events.
  - Control 40% TSS (20 micron particle).
  - Control 80% TSS (5 micron particle).
  - Provide infiltration in accordance with NR-151.
  - Provide substantial thermal control.
  - Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

- 4.10 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.
- 4.11 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.



- 4.12 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.)
- e) Right-of-Way lines (public and private)
- f) Lot lines
- g) Lot numbers
- h) Lot/Plat dimensions
- i) Street names

NOTE: Email file transmissions preferred [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) . Include the site address in this transmittal.

- 4.13 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.

- 4.14 The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set.

PDF submittals shall contain the following information:

- a) Building footprints.
- b) Internal walkway areas.
- c) Internal site parking areas.
- d) Lot lines and right-of-way lines.
- e) Street names.
- f) Stormwater Management Facilities.
- g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

- 4.15 The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:

- a) SLAMM DAT files.
- b) RECARGA files.
- c) TR-55/HYDROCAD/Etc...
- d) Sediment loading calculations

If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.

#### 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 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

July 13, 2006

TO: Plan Commission

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

SUBJECT: 8201 Mayo Drive – Rezoning – PUD (GDP) to PUD (SIP) – 42 Condominium Units and Retail First Floor

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. To provide for adequate pedestrian pathways/linkage from the Waldorf Blvd. public sidewalk as part of approval, the applicant shall modify the main drive aisle running west to east installing a five (5) ft. sidewalk with a three (3) to five (5) ft. grass terrace/buffer behind the curb/driveway along the south or north side of the driveway. In addition, the applicant shall provide pavement markings and ramps for all pedestrian crossings in the parking lot or along the drive aisle.
2. The applicant shall provide one contiguous site plan including 8253 Mayo Dr. parking and access as approved.
3. The applicant shall add the following Maintenance of Traffic Measures to the Grandview Commons GDP/SIP Zoning Text.

### **MAINTENANCE OF TRAFFIC MEASURES**

Several streets within the GDP and plat include special traffic islands and traffic calming measures within the public right-of-way. The

\_\_\_\_\_ (Association) shall be responsible, at the Association's sole cost and expense, for the maintenance and upkeep of such physical traffic measures. Such maintenance and upkeep shall be performed at the discretion of the Association except to the extent required by the City of Madison and shall include landscaping. If the landscaping is not maintained, the City will give notice to the \_\_\_\_\_ (Association) that it is not being maintained. If the Association does not respond to the notice within 60 days, the physical traffic measures will be topped with an asphalt pavement.

The \_\_\_\_\_ (Association) and persons involved with the maintenance and upkeep of the special traffic measures shall indemnify and hold harmless the City of Madison and its Boards and Commission and their officers, agent and employees from and against all claims, demands, loss of liability of any kind or nature for any possible injury incurred during maintenance and upkeep.

## GENERAL OR STANDARD REVIEW COMMENTS

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

4. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
5. The applicant shall provide scaled drawing at 1" = 40' or larger on one contiguous plan sheet showing all the facility's access, existing and proposed buildings, layouts of parking lots, loading areas, trees, signs, vehicle movements, ingress/egress easements and approaches.
6. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
7. A "Stop" sign shall be installed at a height of seven (7) feet at all driveway approaches. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
8. The intersection shall be so designed so as not to violate the City's sight-triangle preservation requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
9. The applicant shall dimension for proposed parking stalls' items A, B, C, D, E, and F, and for ninety-degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2.
10. The parking facility shall be modified to provide for adequate internal circulation for vehicles. Eliminating a parking stall at the dead ends can accommodate this. 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."

11. 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: Tien Truong/Jim Hess

Fax: 276-8659

Email: [tienandjim@tienandjim.com](mailto:tienandjim@tienandjim.com)

DCD: DJM: dm

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** July 18, 2006

**To:** Plan Commission  
**From:** Kathy Voeck, Assistant Zoning Administrator  
**Subject:** 8201 Mayo Dr., Rezoning, IZ

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**Present Zoning District:** PUD(GDP)

**Proposed Use:** 42 Condo units (40 2-bdrm and 2 3-bdrm) with 8,582 sq. ft. retail on 1<sup>st</sup> floor

**Proposed Zoning District:** PUD(SIP)

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). **NONE.**

GENERAL OR STANDARD REVIEW COMMENTS

1. Submit a Certified Survey Map to subdivide the lot showing the proposed configuration.
2. Clearly identify property lines on the site plan. Show dimensions of stalls, drive aisles, etc., and show distance from the building to the property lines.
3. Meet all applicable State accessible requirements, including but not limited to:
  - a. Provide a minimum of **two** accessible stalls striped per State requirements in the parking garage and a minimum of **two** accessible stalls striped per State requirements in the surface lot. A minimum of one of the surface stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent. **Note: the accessible garage parking stalls shall have a minimum of a 5' striped out area adjacent to them.**
  - b. Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
  - c. Show the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance (or elevator) as possible. **Show ramps, curbs, or wheel stops where required.**
4. Provide **two** 10' x 35' loading areas with 14' vertical clearance to be shown on the plan (one for the residential use and one for the commercial use). The loading areas shall be exclusive of drive aisle and maneuvering space.

5. Provide 45 bike parking stalls (3 commercial use and 42 residential use) in safe and convenient locations on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices. **Surface bike stalls shall be shown on the site plan.**
6. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) **Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover.** All plant materials in islands shall be protected from vehicles by concrete curbs.
7. Lighting is required for this project. Provide a plan showing at least .25 footcandle on any surface of the lot and an average of .75 footcandles. The max. light trespass shall be 0.5 fc at 10 ft from the adjacent lot line. (See City of Madison lighting ordinance).
8. In the Zoning Text:
  - a. include PUD(SIP) Zoning Text and the address of the building in the heading.
  - b. under permitted uses include: first floor commercial uses listed as permitted uses in the C-1 district of the Madison General Ordinances.
  - c. under permitted uses include: 42 residential dwelling units.
  - d. under signage include "Signage shall be approved by the UDC and zoning. Sign permits shall be obtained."
9. Section 28.04(24) provides that Inclusionary Zoning requirements shall be complied with as part of the approval process. Submit, to CDBG, a copy of the approved plan for recording prior to final signoff of the rezoning.

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	55,200 sq. ft.	54,826 sq. ft.
Lot width	50'	adequate
Usable open space	13,760 sq. ft.	2,912 sq. ft. + balconies *
Front yard	0'	4'
Side yards	15.3' each side	5' & 17' *
Rear yard	28'	70'
Floor area ratio	3.0	1.3
Building height	---	4 stories

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	63 residential <u>27 commercial</u> 90	46 garage <u>38 surface</u> 84 total *
Accessible stalls	2 garage <u>2 surface</u> 4 total	(3)
Loading	1 (10' x 35') residential 1 (10' x 35') retail	(4)
Number bike parking stalls	3 commercial use <u>42 residential use</u> 45 total	(5)
Landscaping	Yes	(6)
Lighting	Yes	(7)

<b>Other Critical Zoning Items</b>	
Urban Design	Yes
Flood plain	No
Utility easements	Yes
Barrier free (ILHR 69)	Yes

With the above conditions, the proposed project **does** comply with all of the above requirements.

\* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the **C-1** district, because of the surrounding land uses.



**AGENDA # 5**

City of Madison, Wisconsin

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**REPORT OF: URBAN DESIGN COMMISSION****PRESENTED:** June 28, 2006**TITLE:** 8201 Mayo Drive – Mixed-Use  
Development, PUD(SIP). 1<sup>st</sup> Ald. Dist.  
(03450)**REFERRED:****REREFERRED:****REPORTED BACK:****AUTHOR:** Alan J. Martin, Secretary**ADOPTED:****POF:****DATED:** June 28, 2006**ID NUMBER:**

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

**SUMMARY:**

At its meeting of June 28, 2006, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(SIP), mixed-use development located at 8201 Mayo Drive. Appearing on behalf of the project were Jerry Bourquin, architect and Steven Ziegler, landscape architect. The modified plans as presented featured the following:

- The unit count has been increased from a previous 42 to 44 condominium residence units with lower level parking providing for 46 stalls.
- Both protected (within the lower level parking area) as well as exterior scattered bike parking has been provided.
- The entries to ground level commercial space off of the property's Mayo Drive and Waldorf Boulevard frontages are provided for individual tenant spaces, with the entry to residential condominium units at the rear side of the building with a separate entry for condominium units located at the rear side of the building as previously requested by the Commission.
- Landscaped open space areas have been provided adjunct to the street side commercial tenant spaces and in a more limited fashion for some residential units to the rear.

It was noted that the street side open space areas were intended to provide for the potential for restaurant/outdoor eating areas. Individual first floor tenant spaces are also provided with individual walkways from the street. The array of building materials consist of a split face block, brick veneer, a metal roof over various projecting bays, along with a combination of hardiplank panels and vinyl siding. Following the presentation of the plans, the Commission noted the following:

- On areas of the various building elevations where brick is utilized, adequate returns are not provided.
- Appreciate the elimination of the double use corridor in favor of the retail orientation to the front or street side and residential to the rear.
- Concern with the look of the rear parking level, as well as the application of split face block; consider smooth face or burnished block at a darker color.

- Appreciate windows in the garage at the garage level but need to be extended down, in addition to consideration of windows on the garage doors.
- Need to provide more of an amenity on the south elevation such as landscaped open space between the building façade and rear surface parking.
- Reconsider the use of vinyl siding in favor of the application of more hardiplank siding.
- Need to simplify the brick banding; detracts from the vertical projections.
- Concern with the use of landscape setback for commercial/retail tenants along Mayo Drive beyond their potential for the use as outdoor eating areas for restaurants.
- Like the salting around the bicycle parking, especially under awnings and as part of the corner feature.
- A lighting photometric plan and cut sheets are required with further consideration of the project.
- Need more shade trees along the south edge of the surface parking lot.

**ACTION:**

On a motion by Barrett, seconded by March, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a unanimous vote of (7-0). The motion required 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 4, 5, 6, 6, 7 and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 8201 Mayo Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	6	6	6	-	-	6	6	6
	5	5	6	-	-	5	5	5
	7	5	6	6	-	6	7	6
	7	6	7	-	-	7	7	7
	-	-	-	-	-	-	-	4
	7	8	9	8	-	7	8	8

General Comments:

- Nice integration of uses! Nice emphasis of the corner with the patio. Outdoor covered bike parking – very nice! Arbor entry is also a nice touch!
- Architecture needs further study; overall concept is well thought out.
- Nice development of corner open space for the retail first floor. Also like the arcade treatment by the retail entries. Shade trees along south parking.
- Thin brick with vinyl siding? This needs to be better architecturally.
- Good design except for siding on balconies.