

**PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
November 21, 2005**

RE: L.D. # 02144: Zoning Map Amendment L.D. 3145 to Rezone 702 N Midvale Blvd. from PUD- SIP to Amended PUD-SIP

1. Requested Actions: Approval of a request to rezone 702 N. Midvale Boulevard from PUD- SIP (Planned Unit Development, Specific Implementation Plan) to Amended PUD- SIP to allow demolition of an existing bank to allow construction of a 7,900 square-foot restaurant with outdoor eating area and decorative landscaping feature at Hilldale Shopping Center.

Note: This application does not pertain to the larger Hilldale Phase II development of an 84-unit condominium building or the Whole Foods Market on the former Humana site at the western edge of this PUD. That application is scheduled for review by the Plan Commission on December 5, 2005

2. Applicable Regulations: Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments; Section 28.12 (9) provides the process for zoning map amendments; Section 28.04 (22) provides the guidelines for building demolitions.
3. Report Drafted By: Timothy M. Parks, Planner

GENERAL INFORMATION

1. Property owners: Hilldale Land Company, LLC, Hilldale Building Company, LLC and HD Annex, LLC

Applicant & Owner Representatives: Joseph Freed & Associates, c/o Dennis Harder; 220 N Smith Street, Suite 300; Palatine, Illinois.
2. Development Schedule: The restaurant will commence construction once all necessary approvals have been granted. Completion is anticipated in 2006.
3. Location: The entire Hilldale planned unit development consists of approximately 37 acres generally bounded by Segoe Road and Sawyer Terrace on the west, University Avenue on the north, N. Midvale Boulevard on the east and the prolongations of Heather Crest and Kelab Drive on the south, in Aldermanic District 11; Madison Metropolitan School District; Urban Design District 6. The PUD-SIP amendment pertains to the two acres of the site located in the northeast corner of the site adjacent to the southwest corner of N. Midvale Boulevard and University Avenue.

4. **Existing Conditions:** The 528,664 square foot Hilldale Shopping Center site is comprised of eleven buildings including the former Humana office park and 349,450 square foot indoor shopping mall (Marshall Field's, Sentry, etc.), Ace Hardware and Hilldale Cinema. The site is currently in the midst of a redevelopment project primarily focused east of the main retail mall building that will ultimately include two parking structures containing 668 parking spaces, four retail buildings opposite the east wall of the mall totaling 71,190 square feet and 40 condominium units in four townhouse buildings located along N. Midvale Boulevard. The current redevelopment work also includes a number of access, circulation and aesthetic improvements around the site, which is zoned PUD-SIP.
5. **Proposed Land Use:** This application proposes demolition of the current US Bank branch located in the northeastern corner of the site to be replaced by an approximately 7,900 square-foot restaurant and outdoor seating area and a decorative landscaping/ water feature amenity for the shopping center.
6. **Surrounding Land Use and Zoning:**
 - North:** Single-family residences, a multi-story condominium building, Border's Books, Walgreen's, McDonald's, Copp's Supermarket and multi-tenant retail, located in the Village of Shorewood Hills; State of Wisconsin office building, zoned C2 (General Commercial District) in the City of Madison;
 - South:** M & I Bank, Anchor Bank and various multi-tenant retail/ office buildings, zoned C2;
 - West:** Hill Farms State Office Building (Dept. of Transportation), zoned C2; Normandy Apartments, zoned R6 (General Residence District); Karen Arms Condominiums and Rennebohm Park, zoned R5 (General Residence District);
 - East:** Proposed US Bank retail facility, zoned C1 (Limited Commercial District); multi-unit residence buildings, zoned R4 (General Residence District).
7. **Adopted Land Use Plan:** The 1988 Land Use Plan identifies Hilldale Shopping Center as a Regional Commercial District.
8. **Environmental Corridor Status:** The property is not located within 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 Planned Unit Developments and demolitions.

PREVIOUS APPROVALS

On February 1, 2005, the Common Council approved rezoning of the 37-acre Hilldale Shopping Center and Humana Office complex from C2 (General Commercial District) to PUD-GDP-SIP to allow the addition of two parking structures containing 668 parking spaces, four retail buildings opposite the east wall of the mall totaling 71,190 square feet and 40 condominium units in four townhouse buildings located along N. Midvale Boulevard.

ANALYSIS AND EVALUATION

The owner and developer, Joseph Freed and Associates, are requesting approval to demolish the existing 8,972 square-foot US Bank office and drive-thru located in the northeastern corner of the Hilldale Shopping Center planned unit development. The bank facility will be replaced by a one-story, 7,367 square-foot restaurant with 525 square-foot outdoor eating area in approximately the same location near the southwest corner of N. Midvale Boulevard and University Avenue. The amended Specific Implementation Plan also proposes construction of a decorative landscaping and water feature to be located adjacent to the corner and north of the proposed restaurant. This application does not pertain to the larger and much-publicized Hilldale Phase II development, which proposes an 84-unit condominium building and a 50,000 square-foot Whole Foods Market on the former Humana site in the northwestern corner of this PUD. The application for that project will be considered separately and is tentatively scheduled for review by the Plan Commission on December 5, 2005.

The existing bank is a one-story brown-brick building with four covered drive-up lanes located adjacent to the south wall. The building is located approximately ten feet from both University Avenue and N. Midvale Boulevard, with the lobby entrance in the northwestern corner. The bank is generally surrounded by surface parking fields to the south and west. The initial PUD-GDP-SIP for the redevelopment of the Hilldale Shopping Center called for the bank to be replaced by an unspecified restaurant pad site, with a requirement that the architecture, landscaping and site layout of the future use be approved as an Amended PUD-SIP. The US Bank will relocate across N. Midvale Boulevard from its current location. Construction of the new bank, which was approved by the Plan Commission on December 6, 2004, is ongoing.

The proposed restaurant will be located further south on the site than the current bank, approximately 110 feet south of the University Avenue property line while maintaining a similar setback along N. Midvale Boulevard as the bank (12 feet). The one-story building will stand

approximately 18 feet to the top of the parapet and will be primarily constructed of two-toned tan and brown stucco with stamped metal panels and dark bronze horizontal metal relief elements above a stone veneer wainscot. The entrance to the restaurant will be located on the northern end of the western elevation, with an outdoor patio to be located along most of the northern wall facing University Avenue. The contemporary building design includes a number of roof and wall projections to add visual interest to the building, which will feature few transparent windows to preserve the interior design aesthetic the future tenant desires. The only exception will be three vision windows required on the north elevation by the Urban Design Commission as part of their recommending final approval of the SIP amendment on November 2, 2005 (see attached report). A loading area and trash enclosure will be constructed along the south wall of the proposed restaurant, and will be faced with materials to match the remainder of the building.

Seating capacity for the restaurant, which will be open largely during the evening, is estimated at 224 persons, with an additional 40 seats provided on the seasonal outdoor patio that will be constructed off the north wall overlooking the decorative water feature proposed to the north (see below). Parking for the new restaurant will be accommodated in the parking field located to the west. Aisles in the parking lot west of the restaurant lay perpendicular to University Avenue and will be reconstructed by the property owner to accommodate additional landscaping material based on landscaping plans approved on the first phase SIP approved earlier this year.

The proposed SIP amendment also provides final details for a decorative landscaping feature that will be constructed in the northeastern corner of the site between the restaurant and University Avenue. The landscape feature will be organized around an ellipse-shaped water feature that will include three illuminated fountains near the center of the wet pond, with a pedestrian plaza on the western edge of the ellipse (the plaza on the western edge doubles as the drop-off area for the restaurant). Stairs are provided to the University Avenue sidewalk from the plaza, which is accessible from N. Midvale Boulevard via an accessible ramp that curves around the southern edge of the ellipse. The plaza will be slightly elevated above the sidewalk through use of a retaining wall, which will include a sign to identify the shopping center. The outdoor eating area for the restaurant will be separated from the public plaza by a second retaining wall and decorative fencing. The eastern and northern edges of the water feature will be at the grade of the public sidewalks adjacent, with a slight berm forming the edge of the pond.

The developer has submitted an extensive landscaping plan for the proposed restaurant and water feature. With this exception of three honeylocust trees to be planted along the sidewalk adjacent to the western wall of the restaurant and three flowering crabapple trees to be planted along the east wall of the trash enclosure and service area, the majority of the plantings will consist of shrubs and perennials. The planting plan shows a variety of deciduous and evergreen shrubs around the perimeter of the restaurant and along the pedestrian plaza and accessible ramp, including a substantial presence of sumac, yew, juniper and shrub roses. Most of the remainder of

the green areas of the site will be lawn, including the area between the University and Midvale sidewalks and the edge of the pond.

CONCLUSION

The initial general development plan and Phase I specific implementation plan for Hilldale called for the demolition of the US Bank and construction of a restaurant and corner landscaping feature on that site. While the proposed restaurant is pushed further south of University Avenue than the previous bank building, the increased setback is offset by the landscaping/water feature proposed, which provides an attractive aesthetic amenity for the larger center. The use of two-tiered retaining walls should provide a hard visual edge near the University-Midvale corner that compensates for the absence of an actual building wall.

The restaurant building will lengthen the street wall along N. Midvale Boulevard and reduce the distance between the corner of University Avenue and the current northernmost building edge (townhouse Building J on the larger SIP). Although the proposed building lacks windows onto N. Midvale Boulevard, the presence of the large outdoor patio on the north provides some interaction between the building and the adjacent streets and offsets the lack of "eyes on the street" from the restaurant. The Planning Unit acknowledges that the first tenant of the restaurant desires a darker and more intimate interior space, therefore resulting in the lack of windows along the Midvale frontage. Staff will encourage any future tenants of the building to consider a different floorplan where possible that might permit vision glass along the eastern elevation to improve this building's relation to N. Midvale Boulevard. The Urban Design Commission reviewed this project on November 2, 2005 and recommended final approval of this SIP subject to the condition that three windows be added to the north elevation. Overall, staff believes that this represents a quality project proposed by the developer that meets the standards for approval for planned unit developments.

RECOMMENDATION

The Planning Unit recommends that the Plan Commission forward Zoning Map Amendment 3145, rezoning 702 N. Midvale Boulevard from PUD-SIP to Amended PUD-SIP to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That no new utilities, water meters, air conditioning units, telephone or electric equipment storage, or exhaust vents be located in any yard of the building adjacent to a

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public street or private drive. All such equipment regardless of location shall be adequately screened from view.

3. That the landscaping plan be revised to define the species "vsb" to be planted.



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. Dalley, 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: November 10, 2005

TO: Plan Commission

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

SUBJECT: 702 North Midvale Boulevard Planned Unit Development (SIP) and Demolition

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. Revised sump plans reviewed and approved already.
2. The proposed driveway low points shall collect some runoff from the public right-of-way (Midvale Boulevard). The owner shall construct, own, and maintain this storm sewer as a private system, but shall provide the City with an easement allowing public drainage to this storm system.

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: 702 North Midvale Boulevard Planned Unit Development (SIP) and Demolition

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 and Engineering Division records.

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- 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.

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.7 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
- 4.8 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.9 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.10 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Please contact Greg Fries at 267-1199 to discuss this requirement.
- 4.11 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.12 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.13 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.

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

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

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

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

in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

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

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

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

Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall 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.

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: November 16, 2005

To: Plan Commission
From: Kathy Voeck, Assistant Zoning Administrator
Subject: 702 N. Midvale Blvd.

Present Zoning District: PUD(SIP)

Proposed Use: Demo Bank and Build a restaurant with outdoor seating (Total cap. 264.)

Requested Zoning District: Amended PUD(SIP)

Conditional Use: 28.04(22) Demolition of a principal buildings requires Plan Com. app.

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).

GENERAL OR STANDARD REVIEW COMMENTS

1. Provide one 10' x 35' loading area with 14' vertical clearance to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space.
2. Provide 8 bike parking stalls in a safe and convenient location 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.
3. 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.

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4. Lighting is not required. However, if it is provided, it must comply with City of Madison outdoor lighting standards. (See parking lot packet). Lighting will be limited to .10 watts per square foot.
5. Previous PUD(SIP) zoning text is applicable.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	6,000 sq. ft.	adequate
Lot width	50'	adequate
Front yard	0'	12'
Side yards	0'	adequate
Rear yard	10'	adequate
Floor area ratio	3.0	less than 1.0
Building height	---	1 story

Site Design	Required	Proposed
Number parking stalls	0 (79 stalls in C-2)	adequate
Accessible stalls	Yes	adequate
Loading	1 (10' x 35') area	(1)
Number bike parking stalls	8	(2)
Landscaping	Yes	(3)
Lighting	No	(4)

Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	No
Water front development	No
Adjacent to park	No
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-2 district, because of the surrounding land uses.



Madison Metro Transit System



1101 East Washington Avenue
Madison, Wisconsin 53703
Administrative Office: 608 266 4904
Fax: 608 267 8778

November 11, 2005

TO: Plan Commission

FROM: Timothy Sobota, Transit Planner, Metro Transit

SUBJECT: **702 North Midvale Boulevard – SIP Amendment #1 – Hilldale Restaurant**

Metro Transit has reviewed the subject development and has the following comments.

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

1. The applicant shall install a concrete passenger boarding pad on the west side of Midvale Boulevard, approximately 100 feet south of University Avenue, generally opposite the accessible pedestrian walkway. The concrete pad shall occupy the full distance of the terrace, measure 6 feet in width parallel to the street, and lie flush between the sidewalk and the top of curb.
2. The developer shall install and maintain a bench or other seating amenity and a trash receptacle on the property side of the sidewalk, to either side of the accessible pedestrian walkway apron.
3. The developer shall include the location of this concrete passenger boarding pad and the passenger amenities on the final documents filed with their permit application so that Metro Transit may review and approve the design.

GENERAL OR STANDARD REVIEW COMMENTS

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

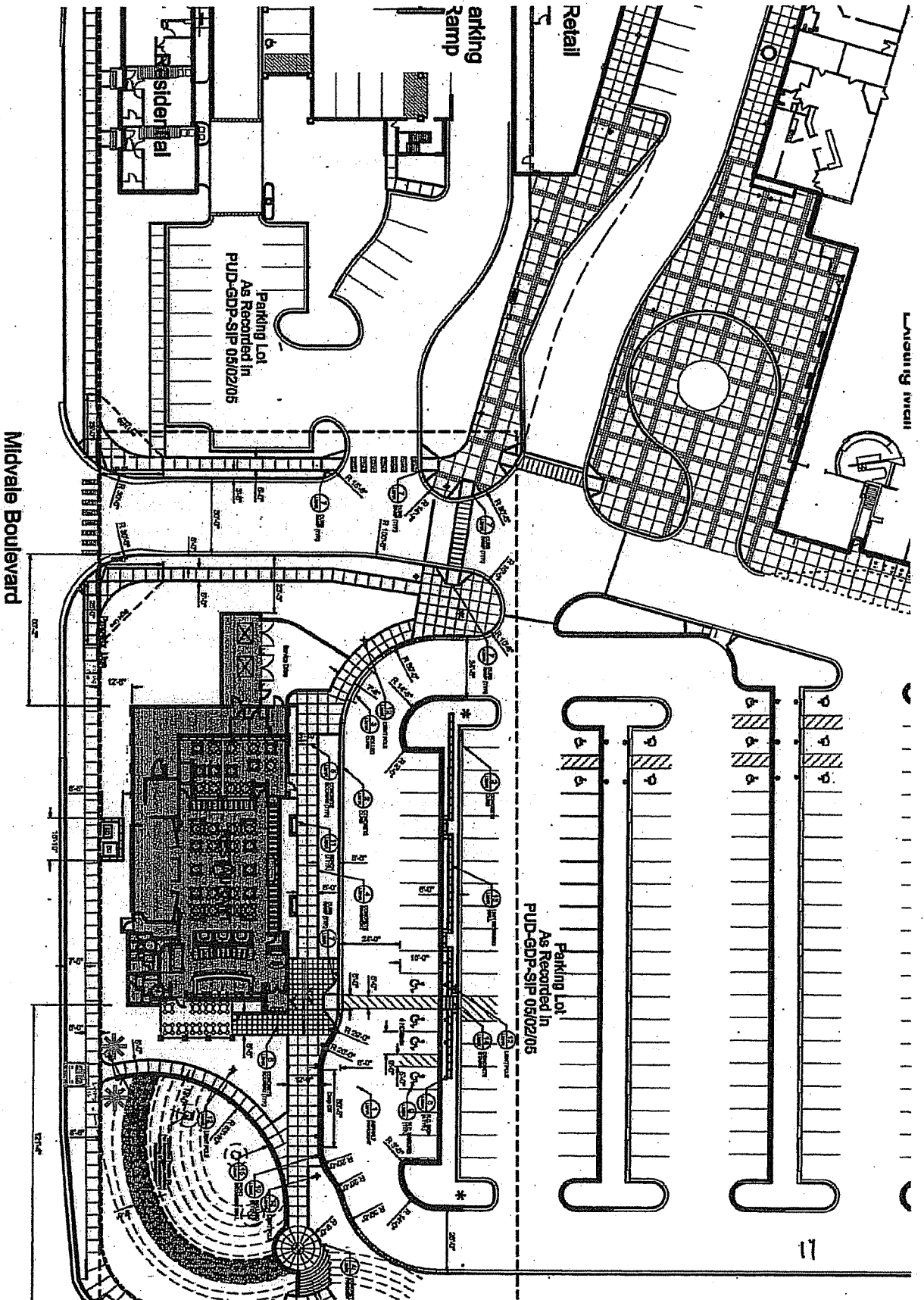
4. Metro Transit has proposed to initiate bus service seven days a week along Midvale Boulevard between University Avenue and the Heather Crest access road along the south mall frontage, effective March of 2006. Metro bus stop #2286 would be installed on the west side of the Midvale Boulevard, approximately 100 feet south of University Avenue.
5. Metro Transit requests to sign and review final documents submitted for this project.

Please contact Tim Sobota, Metro Transit at 261-4289
or by email at <tsobota@cityodmadison.com>
if you have questions regarding the above items.

Digitally signed
by Tim Sobota
Date: 2005.11.11
11:42:24 -06'00'

CC: Project contact person, Dennis Harder: dharder@jfreed.com (email)
Atch: Notated site plan

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Site Layout Plan
 Hilldale PUD-GDP-SIP Amendment #1
 Restaurant / Water Feature

Seating and trash
 site options

Concrete passenger
 boarding pad si



CITY OF MADISON FIRE DEPARTMENT

Fire Prevention Division

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

DATE: 11/9/05
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: 702 N. Midvale Blvd.



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

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

1. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. Where there is a change in the direction of a fire lane, the minimum inside turning radius shall be at least 28-feet. Fire Access Route shown going over parking lot islands.

GENERAL OR STANDARD REVIEW COMMENTS

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

2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. The site plans shall clearly identify the location of all fire lanes.
 - b. Provide an aerial apparatus access fire lane that is at least 26-feet wide, with the near edge of the fire lane within 30-feet of the structure, and parallel to one entire side of the structure.
 - c. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.

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

cc: John Lippitt

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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
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November 14, 2005

TO: Plan Commission

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

SUBJECT: **702 North Midvale Blvd. – Rezoning – Amendment #1 PUD (SIP) –
Demolition / Restaurant**

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. As noted with the initial rezoning (GDP & SIP), approval of the subject rezoning is conditioned upon the findings of the Freed/Hilldale Traffic Impact Study, which includes recognition of increased transportation demands on the streets, intersections and neighborhoods surrounding the development. Specific recommendations of the subject study that involve major changes to City intersections and streets outside those shown on the GDP/SIP site plan will need further review and approval by the City. Further, the GDP was conditionally approved subject to any SIP or further development or expansion providing a more detailed development and transportation management plan and revised and more detailed, area-wide traffic impact study. And unless otherwise modified by an alternative financing plan, the Developer is expected to finance 100% of the street reconstruction and traffic signal costs for the changes proposed in the GDP/SIP for City streets. Such changes require that the Developer will need to enter into a developer's agreement/subdivision contract with the City for the public infrastructure items associated with their development.
2. The subject SIP shall be revised to dedicate 3-5 feet of right of way along the SIP's frontage of University Avenue for pedestrian improvements on University Ave and the intersection of University Ave and Midvale Blvd. The additional right of way is needed to support the site and street conditions in terms of pedestrian accommodations and terrace and aesthetic buffer strip. The attached pictures show the existing conditions.
3. The applicant shall enter into a subdivision contract or developer's agreement for the reconstruction of the sidewalk along the SIP's frontage of University Ave as well as a small portion of the site's street curb along Midvale Blvd. (where the curb line tapers). The reconstruction of the streets and sidewalk shall be subject to the plans and specifications of the City Traffic Engineer and City Engineer.
4. The applicant shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking,

and conduit and hand holes, including labor, engineering and materials for both temporary and permanent installations. The exact deposit will need to be determined after further, detailed meetings with the applicant. Where new work is being done, the work shall include pedestrian countdown timers, and possibly street trees in the public terrace. The existing street lights are intended to remain as is.

5. If possible, the site sidewalk leading from the intersection of University Ave/Midvale Blvd should be more directly connected to corner, rather than as shown some distance south of the corner.

GENERAL OR STANDARD REVIEW COMMENTS

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

6. 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'.
7. The Applicant shall provide scaled drawing at 1" = 60' or larger on one contiguous plan sheet showing all the facility's access, existing and proposed buildings, layouts of parking lots, loading areas, trees, all signs, all pavement markings as approved, semi trailer and vehicle movements, ingress/egress easements and approaches. The applicant should revise sheet EX 101.
8. The approval of this Amended PUD (GDP-SIP) 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 Common Council for the restoration of the public right-of-way including any changes requested by the developer. Work in the public right of way shall be reviewed and approved by the City Traffic Engineer and City Engineer. The applicant shall note on the site plan, " All work proposed in the right-of-way is not being approved as part of the PUD (GDP-SIP). All work in the right-of-way is approved separately by the Board of Public Works, City of Madison."
9. The most northerly Midvale Blvd. street type approach shall be a special design "Street Type Entrance" as approved in the PUD (GDP-SIP). The applicant shall provide a detail 1" = 20' detail drawing of the "Street Type Entrance" on plan sheet L101R and EX101 showing signage, epoxy lane lines, cross walks, stop bars and pavement markings details to be approved by the City Traffic Engineer. In addition, a note shall be shown on the plan, " ALL PAVEMENT MARKING SHALL BE INSTALLED IN EPOXY AND MAINTIAN BY THE PROPERTY OWNER."
10. The applicant shall note a "Stop" and "Right Turn Only" sign for the adjacent approach to Midvale Blvd. In addition, 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 as approved by the City Traffic Engineer.

11. The applicant shall show the dimensions for existing and proposed parking stalls items A, B, C, D, E, and F, and for ninety-degree angle parking with nine (9) foot wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.) Walls, signs, stairs, light poles and planting areas are to be excluded from the rectangular stall areas including the two (2) feet of vehicle overhang. The two (2) feet of vehicle overhang shall be shown on the plan and dimensioned.
12. The site/City street intersections 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.
13. The applicant shall design the surface parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall for the commercial/retail area. The "One Size Fits All" stall could be used for the residential parking area and in the ramp only, which is a stall 8'-9" in width by 17'-0" in length with a 23'-0" backup. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
14. 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: Dennis Harder
Fax: 847-215-5282
Email: dharder@jfreed.com

DCD:DJM:dm



