

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
September 8, 2005

ZONING MAP AMENDMENT, I.D. 01706:

1. Requested Action: Approval to rezone property from PUD(GDP) Planned Unit Development-General Development Plan District to PUD(SIP) Planned Unit Development-Specific Implementation Plan District to allow for the construction of sixteen townhouse apartments located at 528-558 Apollo Way.
2. Applicable Regulations: Section 28.07(6) provides the framework and guidelines for Planned Unit Development Districts. Section 28.07(6)(g)3 and 4 provide the requirements and process for the approval of Specific Implementation Plans.
3. Report Drafted By: Peter Olson, Planner II.

GENERAL INFORMATION:

1. Applicant: Don Esposito, Veridian Homes, 6801 South Towne Drive, Madison, WI 53713; and Brian Munson, Vandewalle & Associates, 120 East Lakeside Street, Madison, WI 53715.
2. Status of Applicants: Property owner and development consultant.
3. Development Schedule: The applicant wishes to commence construction in the fall of 2005. The applicant anticipates occupancy by mid-2006.
4. Parcel Location: Southeast corner of the intersection of Apollo Way with Jupiter Drive in the Grandview Commons Traditional Neighborhood Development, Aldermanic District 3, Madison Metropolitan School District.
5. Parcel Size: 1.26 acres.
6. Existing Zoning: PUD(GDP). The Grandview Commons General Development Plan authorizes this property to be developed for multiple family residential purposes at a net density of approximately 24.4 dwelling units per acre. This would authorize a maximum of approximately 30 dwelling units on this site.
7. Existing Land Use: Vacant lot.
8. Proposed Use: Sixteen townhouse units.
9. Surrounding Land Use and Zoning (See map): The subject property is located in the Grandview Commons Traditional Neighborhood Development which includes a range of

one and two-family homes, and multiple family development zoned PUD(SIP) and PUD(GDP). Lands to the north include the Homberg Quarry zoned A (Agriculture).

10. Adopted Land Use Plan: Medium Density Multi-Family Residential (16-25 dwelling units per acre).
11. Environmental Corridor Status: This property is not located within a mapped environmental corridor. A public drainage corridor and stormwater management pond are planned to be located west of the subject property, across the Jupiter Drive right-of-way.

PUBLIC UTILITIES AND SERVICES:

A full range of urban services are being extended to this neighborhood upon development.

STANDARDS FOR REVIEW:

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

ANALYSIS AND EVALUATION:

Existing Site Characteristics

The proposed project site consists of 54,864 square feet (1.26 acres). This site was created in early 2003 as part of the Grandview Commons Traditional Neighborhood Development and underlying General Development Plan to guide the physical development of this neighborhood. The subject property is known as Lot 457, Grandview Commons (see attached General Development Plan documentation). This lot is located along the south side of Apollo Way between the intersections with Jupiter Drive and Hercules Trail. This property slopes downward approximately 6-feet from the southerly property line toward a low point at the intersection of Apollo Way and Jupiter Drive. Elevations along Hercules Trail and Jupiter Drive are approximately the same, with a slight swale through the center of the site. Dwelling units will be located closer to the rear property line to avoid significant regrading at the previously mentioned Apollo Way/Jupiter Drive intersection.

Proposed Development Plans

The proposed townhouse units will be constructed in three clusters. Eight units will be located on the easterly half of this lot, and two 4-unit clusters will be located on the west half of the lot, being staggered northerly toward the Apollo Way/Jupiter Drive intersection. All units will be provided with an attached garage accessed from the rear of the lot. A common driveway will run from the Jupiter Drive right-of-way through to Hercules Trail along the southerly property line. Visitor parking will be located along this drive aisle when the units on the properties to the south develop. Additional access to these other lots adjacent on the south will also be provided from this common access drive.

Each dwelling unit will face the Apollo Way street right-of-way. A front porch and sidewalk will provide direct access from the dwelling unit to the public sidewalk system. A 6-foot wide public utility easement runs along the entire street frontage of the subject property. The front porches and entryways will be placed as close as possible to this required easement. Resultant setbacks to the actual building face will vary from 10-feet upwards to 16-feet and even greater for the westerly-most 4-unit cluster. This latter building must be held back from the Apollo Way/Jupiter Drive intersection due to the changes in grade on this lot. Locating this specific building closer to the street intersection would result in significantly greater pavement for the common driveway and individual access driveways and would require a significantly downward sloping driveway which could convey stormwater run-off directly into the attached garages. Instead this setback area will be landscaped and provided with a diagonal walkway while preserving vision clearance at this corner. This development proposal is consistent with the Grandview Commons General Development Plan regarding dwelling unit types, building style, and dwelling unit density.

This development proposal will result in sixteen 2-story dwelling units resulting in ten 3-bedroom units and six 2-bedroom units. Each dwelling unit will be provided with a full basement area and 2 ½ bathrooms. All dwelling units will have an open front entry porch and a patio or private yard area between the main dwelling unit and the attached garage. The building style is a traditional residential two-story design, which will be compatible with the design and style of nearby one and two-family homes, which includes horizontal siding, brick trim and gable roofs.

Off-Street Parking

Each 3-bedroom unit will be provided with an attached 2-car garage and each 2-bedroom unit an attached 1-car garage, for a total of 26 off-street parking stalls to serve these 16 dwelling units. This will yield a ratio of 1.625 parking stalls per dwelling unit. The four dwelling units in the westerly most building will also accommodate visitor parking on the driveway apron. Additional common visitor parking will be provided along the south side of the common entry driveway upon development of the adjacent two lots to the south. In the interim, visitor parking can be accommodated within the public street right-of-way.

Consistency With Adopted Plans

The adopted Sprecher Neighborhood Development Plan designates this area for medium density residential purposes. This designation recommends a density range of approximately 16-30 dwelling units per acre. This proposed development will yield a density of 12.7 dwelling units per acre on this 1.26 acre site. This proposal is below the recommended range, however, it will still preserve the overall average neighborhood density objective. The two parcels to the south will likely be proposed at densities more consistent with the maximum 24.4 dwelling units per acre for this subarea as identified within the Grandview Commons General Development Plan (see attached documentation).

The R5 zoning district has been chosen for review comparison for this development (see attached Zoning staff report) because it is most similar to the density range as recommended by the adopted Sprecher Neighborhood Development Plan and its consistency with the density objectives of traditional neighborhood development concepts. The R5 zoning district generally allows maximum residential densities of approximately 30-35 dwelling units per acre based upon an average of 2-bedroom dwelling units. The Zoning staff report provides a detailed comparison

of the compliance of this development proposal with the specific R5 zoning district regulations. It should be noted, however, that the design guidelines approved for this traditional neighborhood development include front and rear yard setbacks which are considerably smaller than those specified by City of Madison conventional zoning district regulations. This proposal complies with most of the R5 setback requirements and also complies with all the setback requirements as specified by the Grandview Commons General Development Plan.

Standards For Review For Planned Unit Development

In addition to compatibility with the recommendations of adopted plans, the review of Planned Unit Development proposals requires consideration of other specific criteria to ensure that the project is consistent with the spirit and intent of the ordinance and has the potential for producing significant community benefit in terms of environmental and aesthetic design. These criteria include character and intensity of use, community impact and preservation and maintenance of open space. The Grandview Commons Traditional Neighborhood Development established a character and intensity of use via its adopted General Development Plan. This includes development at densities generally ranging from 15 to 40 dwelling units per acre throughout this neighborhood, a variety of housing types, public parklands, mixed-use developments, the expectations of a future Madison Metro transit corridor, creating a walkable neighborhood, and the objective to reduce the need for private motor vehicle transportation. Traditional neighborhood design standards include front porches, smaller front and rear yard setbacks than that which is typical for developments today to encourage a "street presence" for residential buildings and reduce off-street parking requirements. The proposed development complies with the underlying General Development Plan regulations and design guidelines for this neighborhood.

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

A basic requirement for all residential developments is the provision of adequate usable open space. This proposed development provides private courtyard and patio areas and open space common with other adjacent developments. A sub-neighborhood public park provided near the commercial center south of the subject property and an additional neighborhood park and school site are planned within the neighborhood. This private and public open space should meet the needs of the proposed development.

Urban Design Commission Review

The Urban Design Commission, at their July 20, 2005 meeting, granted initial approval for the proposed development, with suggestions for a few modifications to the development plans. At their August 24, 2005 meeting, the Urban Design Commission considered revisions to the

proposed project plans and recommended final approval for the proposed development (see attached reports).

Inclusionary Dwelling Unit Requirements

The underlying Grandview Commons Traditional Neighborhood Development, including preliminary and final plats and General Development Plan, were approved prior to the creation of the Inclusionary Dwelling Unit requirements. The proposed development, which will provide sixteen townhouse units, is consistent with the maximum dwelling unit provisions for this property as specified within the approved Grandview Commons General Development Plan. The provision of inclusionary dwelling units for this project, therefore, is not required.

CONCLUSION:

The Plan Commission and Common Council are being asked to approve a Planned Unit Development District, which includes the construction of sixteen townhouse units in three buildings on a 1.26 acre vacant lot located in the Grandview Commons Traditional Neighborhood Development.

In considering this application, the Planned Unit Development District standards and the rezoning process require that the Plan Commission and Common Council give due consideration to the City's adopted neighborhood development plan. As described above, the recommended land use for this area is Medium Density Multi-Family Development with a density range of approximately 16-30 dwelling units per acre. The proposed development yielding 12.7 dwelling units per acre is below this recommended density range, but will still preserve the overall average neighborhood density recommendations.

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

RECOMMENDATIONS:

The Planning Unit recommends that the Plan Commission forward Ordinance I.D. 01706, to rezone property located at 528-558 Apollo Way from PUD(GDP) Planned Unit Development-General Development Plan District to PUD(SIP) Planned Unit Development-Specific Implementation Plan District to the Common Council with a favorable recommendation subject to input at the public hearing and reviewing agency comments.

AGENDA # IV.E.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: August 24, 2005

TITLE: 528-558 Apollo Way - PUD(SIP)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: August 24, 2005

ID NUMBER:

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

SUMMARY:

At its meeting of August 24, 2005, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP-SIP) for townhouses located at 528-558 Apollo Way. Appearing in support of the project was Brian Munson, representing Veridian Homes. The modified plans as presented by Munson reflected the following:

- The landscape plan in response to previous comments by the Commission includes a grouping of Oak trees on a previously blank corner open space.
- The request to provide garage door windows could not be addressed based on security concerns with the project's proximity to future multi-family development.
- A request to consider the addition of roof decks over one and two-car attached garages was not provided based on an emphasis of the provision of open space courtyards at the rear of each attached townhouse unit.
- An additional request to reduce the overall roof height of the garages was responded to with a detailed comparison between the proportions of the roof of the townhouses when compared to the roof of the proposed garages emphasizing their proportional relationship.

ACTION:

On a motion by Geer, seconded by Host-Jablonski, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP-SIP) for townhouses located at 528-558 Apollo Way. The motion was passed on a unanimous vote of (9-0).

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

URBAN DESIGN COMMISSION PROJECT RATING FOR: 528-558 Apollo Way

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	6	6	6			7	6	6
								6
	6	7	7	6		6	6	6
	6	7				6	7	7
								7
	6	7	7	7		6	7	7
	5	5	5			5	5	5
	7	7	6	6		7	8	7
	6	8	7	8		7	9	7.5
	7		7				6	7

General Comments:

- The lack of windows on garages is a missed opportunity for safety and aesthetics.
- Good job.
- Good site plan, quality architecture.
- Like the large open space at the corner of the site and the enhancement of the interior courtyards.
- Much improved.

AGENDA # VLB

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: July 20, 2005

TITLE: 528-558 Apollo Way – PUD(GDP-SIP),
Townhouses, 16-Units

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: July 21, 2005

ID NUMBER:

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

SUMMARY:

At its meeting of July 21, 2005, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(GDP-SIP) for townhouses located at 528-558 Apollo Way, as part of the Grandview Commons development. Appearing on behalf of the project was Roger Guest of Veridian Homes and Brian Munson of VandeWalle and Associates. The plans as presented provide for the development of two four-unit townhouse buildings along with an eight-unit townhouse building on the site. The plans feature the development of attached townhouses with front street side porch entries with attached one- and two-car garages at the rear of each building. The attached rear garages are accessed of a private alley/street and cross-access with other multi-family development on adjacent lots. The palette of materials ranged from the use of brick in combination with hardiplank siding and trim. Following the presentation of the plans, the Commission expressed concerns on the following:

- The blank appearance of the corner open space is a missed opportunity; need to create more interest.
- Need windows on garages to provide viewing into private alleys along with a connection and view to the rear of the property providing chances for observation.
- Also consider windows on doors on the rear elevation of the building, in addition to allowing for roof decks on the one- or two-car attached garages. Also, reduce the overall roof height of the garages, which appears disproportional to the townhouse portion of the building.

ACTION:

On a motion by March, seconded by Barrett, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the project. The motion was passed on a unanimous vote of (8-0). 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 6, 6.5, 7, 7, 7, 7, and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 528-558 Apollo Way

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	7	7	6	-	-	6	8	7
	-	-	-	-	-	-	-	7
	7	8	-	6	-	7	7	7
	7	6	-	-	-	6	6	6
	7	8	-	-	-	8	8	8
	7	7	6	6	-	7	7	7
	-	6.5	-	-	-	-	-	6.5
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

General Comments:

- Look at redesigning the sidewalk layout in the curved open space at the intersection of Apollo Way and Jupiter Drive. Create a potential gathering area or focal point. The landscape should also enhance the redesign to be more public. Like the courtyard areas. Lighting – dark sky required.
- Good building relation to street. Windows on garages would help give it a feeling of safety.
- Nice “transitional” housing.
- Those courtyards sure are small.

APPROVED GRANDVIEW COMMONS GENERAL DEVELOPMENT PLAN

VERIDIAN HOMES

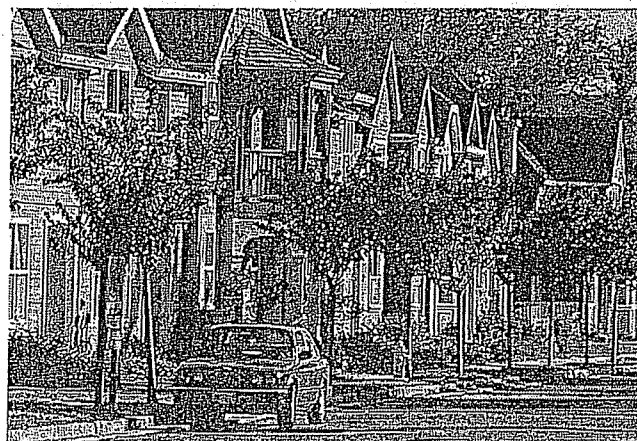
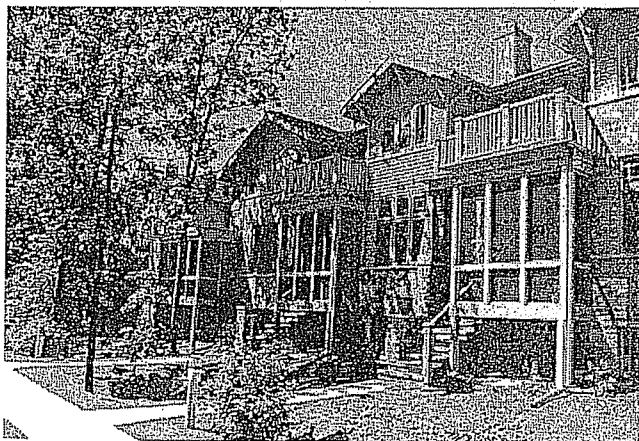
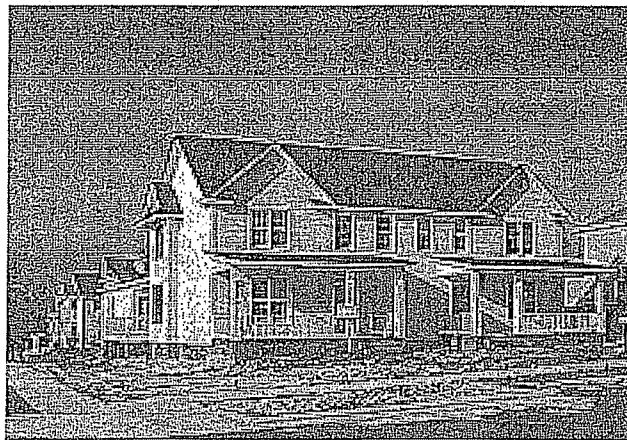
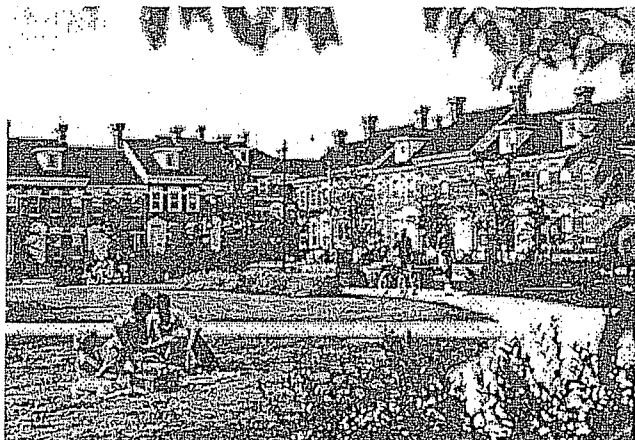
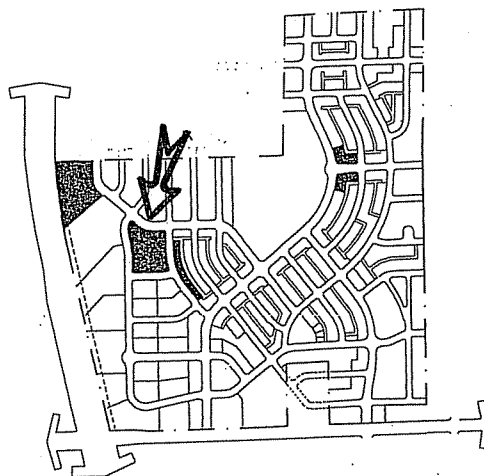
GRANDVIEW COMMONS

Attached Residential

Attached Residential housing within Grandview Commons is designed to accommodate a wide range of housing types and residential life-styles. These housing types range from twin homes to apartments and may include a mixture of rental and condominium units. Through the use of higher density living areas, the entire neighborhood creates additional open space areas, increased community interaction possibilities, and an increased support of neighborhood commercial, transit, and community facilities.

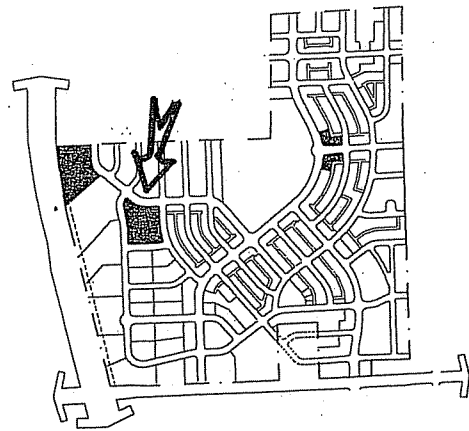
Attached Residential Housing includes the following types of districts:

- Twin Homes
- Condominium/Apartments



CONDOMINIUM/APARTMENTS

Final Plat Numbers 154, 157, 455, 456, 457, 465



Condominium/Apartments District Locations

Description

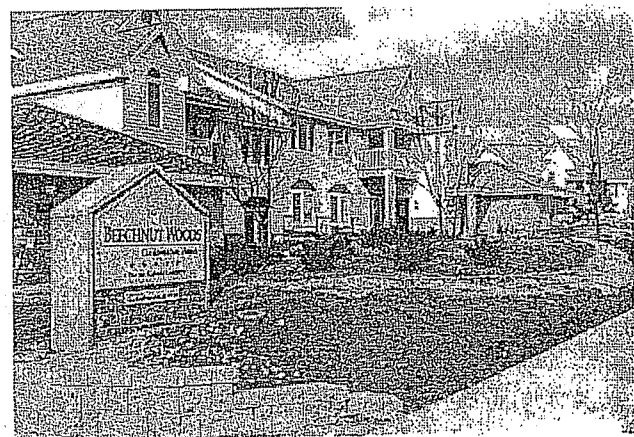
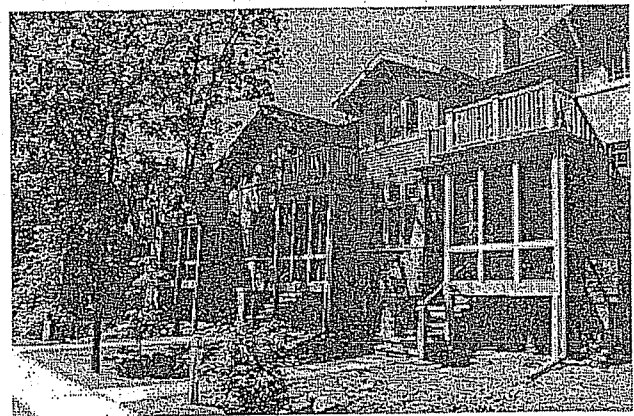
The Condominium Apartments District offer another component of housing within the neighborhood setting. These units will be designed and arranged to mitigate the impacts from Interstate 90, accommodate the sloped nature of their sites, and transition in form and density to reflect the adjacent land uses. These units range from attached units to urban style apartments and townhomes, and may include a mixture of condominium and rental units.

Total District Averages

Net Acreage	9.5 acres
Proposed Dwelling Units	291 units
Net Density	30.6 dwelling units/acre

Character Guidelines

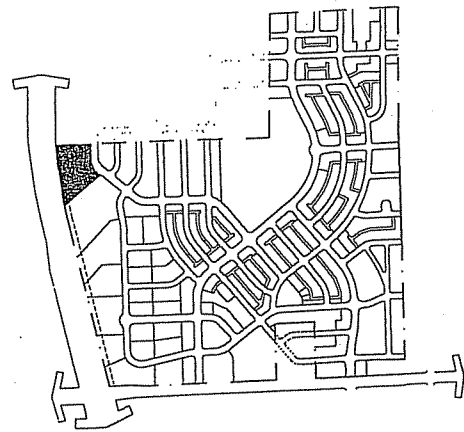
- Balconies, entry bays, and front porches are recommended to enhance the human scale of the public street façade.
- Porches, stoops, and bays are allowed and encouraged to encroach into the front yard setback to allow for increased porch width and to encourage the inclusion of porches or entry bays onto each house.
- Varied building setbacks are encouraged to create a more organic streetscape in which there are slight variations between buildings along the length of the street.
- As the buildings are moved closer to the street and to each other, special attention should be taken to design details, house details, and landscaping to ensure that the public street façade is of proper pedestrian scale.
- Front entries for units should be oriented towards the public street frontage.



Condominium Apartments 1 (Lot 465)

Condominium Apartments 1 include a mixture of apartment units located along the stormwater feature and highway right-of-way. Building placement within this sub-district will focus onto the open space feature and Apollo Way, with berm and landscape features along the highway. Landscaping and site design will be coordinated with the noise abatement treatments.

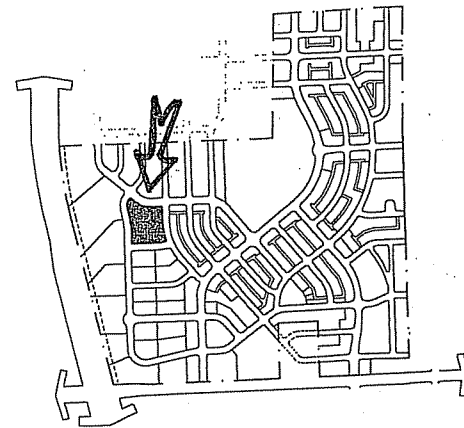
Net Acreage	4.5 acres
Maximum Dwelling Units	184 units
Net Density	40.9 dwelling units/acre



Condominium/Apartments 2 (Lots 455, 456, 457)

Condominium Apartments 2 features both apartment homes and townhomes designed to transition in massing and density from the Neighborhood Center Residential Areas and the adjoining single family residential units. Building placement and design will reinforce the street edges and transition the grade change across the site.

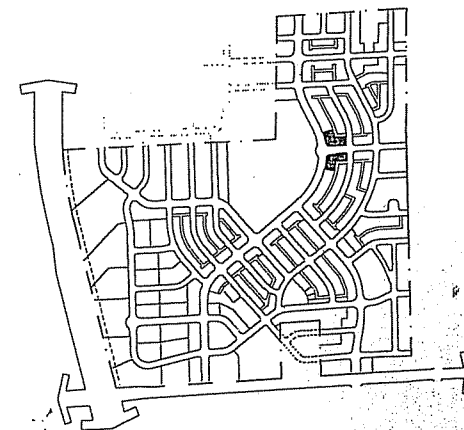
Net Acreage	3.6 acres
Maximum Dwelling Units	87 units
Net Density	<u>24.4 dwelling units/acre</u>



Condominium/Apartments 3 (Lots 154, 157)

Condominium Apartments 3 offer a mixture of housing options within the single family areas. These alley loaded homes will be designed to highlight the Dominion/North Star roundabout and wrap "front door" facades along each frontage.

Net Acreage	1.4 acres
Maximum Dwelling Units	20 units
Net Density	13.9 dwelling units/acre



CONDOMINIUM/APARTMENT DISTRICT

Description

The condominium/apartment district includes a range of housing types from Townhomes and Four Unit homes to multi-family interior hallway residential buildings. These housing types are mixed to create a vibrant urban style residential core.

Definition of Family

The definition of family is the definition outlined in Section 28.03(2) Madison General Ordinances for the R-4 district.

Permitted Uses

Multi Family Residential Homes
 Condominium Homes
 Detached, Attached, Underground, & Garages parking
 Accessory Uses

District Breakdown

Total Number of Units 291 units
 Average Net Density 30.6dwelling units/acre

Lot 465

Maximum Number of Units 184 units
 Net Acreage 4.5 acres
 Maximum Net Density 40.9 dwelling units/acre



Lot 455, 456, 457

Maximum Number of Units 87 units
 Net Acreage 3.6 acres
 Maximum Net Density 24.4 dwelling units/acre

Lot 154, 157

Maximum Number of Units 20 units
 Net Acreage 1.4 acres
 Maximum Net Density 13.9 dwelling units/acre

Lot Requirements

Minimum Lot Area varies (will be set in SIP)
 Minimum Lot Width varies (will be set in SIP)
 Minimum Corner Lot Width varies (will be set in SIP)
 Minimum Front Yard Setback 15 feet
 Maximum Front Yard Setback 30 feet
 Minimum Side Yard Setback 0 feet
 Minimum Corner Lot Side Yard Setback varies (will be set in SIP)
 Sum of Side Yard Setbacks varies (will be set in SIP)
 Minimum Building Separation varies (will be set in SIP)
 Minimum Garage Rear Yard Setback 1 foot
 Maximum Garage Rear Yard Setback 4' on exterior lots
 8' on interior lots
 Minimum Garage Side Yard Setback 5 feet

Minimum Paved Surface Setback	4 feet
Maximum Building Height	45 feet
Maximum Impervious Surface Ratio	80%
Maximum Floor Area Ratio	varies (will be set in SIP)
Off-Street Parking and Loading	varies (will be set in SIP)
Accessory Building Regulations	accessory buildings not allowed, except detached garages

Permitted Encroachments

Front porches, balconies, stoops, open porches and covered walkways may encroach a maximum of 6' into the front yard setback.

Corner lot porches, and bay windows may not encroach the vision triangle. The triangle is defined by: the intersection of the curbs at the corner, and a point 30 feet back along each curb from the corner.

Bay windows may encroach side yard setbacks and will require approval by the Architectural Control Committee.

Roof eaves may not extend over a property line or a utility easement.

Garden walls or fences shall be no more than 4' in height and will require approval by the Architectural Control Committee. Walls and fences located within the vision triangle shall not exceed 30" in height.

Trash Enclosure fencing shall be no more than 8' in height and will require approval by the Architectural Control Committee.

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: September 11, 2005

To: Plan Commission

From: Kathy Voeck, Assistant Zoning Administrator

Subject: 528-558 Apollo Way

Present Zoning District: PUD(GDP)

Proposed Use: 16 Townhouse apartment units (2-4 unit bldgs and 1-8 unit bldg.)

Requested 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. (Note: If this were in a conventional district, one unobstructed surface off-street parking stall would be required for each four units.)
2. If 4 or more surface stalls are provided, lighting will be required for the project. A plan showing at least .25 footcandle on any surface of the lot and an average of .75 footcandles will be required. (See City of Madison lighting ordinance).
3. Provide a zoning text.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	22,600 sq. ft.	54,864 sq. ft.
Lot width	50'	adequate
Usable open space	6,720 sq. ft.	5,561 sq. ft. *
Front yard	20'	13'
Side yards	Min 6', total 15'	Min. 10', total 20'
Rear yard	30'	16' *
Floor area ratio	n/a	n/a
Building height	3 stories/40'	2 stories

Site Design	Required	Proposed
Number parking stalls	26 (of the 26, 4 shall be unobstructed surface stalls)	26 garage
Accessible stalls	n/a (townhouse units)	n/a
Loading	n/a	n/a
Number bike parking stalls	16	provided in garages
Landscaping	as shown	adequate
Lighting	Yes (if surface stalls are provided.)	(2)

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)	No

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 R-5 district, because of the surrounding land uses.



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

September 8, 2005

TO: Plan Commission

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

SUBJECT: **528 to 558 Apollo Way – Rezoning – PUD (GDP) to PUD (SIP) – 16
Townhouse Apartments**

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

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

1. None

GENERAL OR STANDARD REVIEW COMMENTS

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

2. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
3. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
4. 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.
5. 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.

6. The applicant shall modify the driveway approach according to the design criteria for a "Class III" driveway in accordance to Madison General Ordinance Section 10.08(4).
7. The applicant should show the dimensions for proposed parking stalls' items A, B, C, D, E, and F, for 9 ft. width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2.
8. The Developer shall post a deposit or reimburse the City for all costs associated with any modifications to Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.
9. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Brian Munson
Fax: 608-255-0814
Email: bmunson@vandewalle.com

DCD:DJM:dm



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: September 13, 2005
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 528-558 Apollo Way Planned Unit Development (SIP)

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

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

1. Stormwater Management required: infiltration per NR-151.
2. Applicant shall pay outstanding City of Madison Heritage Prairie Interceptor Sewer Area Charges if not paid on the plat level.

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: 528-558 Apollo Way Planned Unit Development (SIP)

General

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

14



- 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.

14



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: 9/8/05
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **528-558 Apollo Way**

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. Unable to accurately scale drawings. Unsure if buildings are over 30' to peak or not.
2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
 - a. Per IFC 503.3 Show approved "fire lane, no parking" signs posted on the site plan. A max of 150- feet on center. Signs must be visual and easily read from any location on the fire lane. Fire lanes 20-27 feet wide will be posted as fire lane on both sides, 28-35 feet wide shall be posted fire lane on the appropriate side only.

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