

PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
May 10, 2005

CONDITIONAL USE APPLICATION:

1. Requested Action: Approval to construct two 27-unit apartment buildings on a 3.66 acre site located at 2002 Jeffy Trail.
2. Applicable Regulations: Section 28.08(5)(c)2 requires that Planned Residential Developments must obtain a conditional use permit.
3. Report Drafted By: Peter Olson, Planner II.

GENERAL INFORMATION:

1. Applicant: David M. Roark, Stone Crest III, LLC, 2985 Triverton Pike Drive, Fitchburg, WI 53711; and Randy Bruce, Knothe & Bruce Architects, 7601 University Avenue, Suite 201, Middleton, WI 53562.
2. Status of Applicants: Property owner and architect.
3. Development Schedule: The applicant wishes to commence construction in the fall of 2005 and hopes to have this project completed by mid-2007. The first dwelling units should be ready for occupancy by summer 2006.
4. Parcel Location: Southeast corner of the intersection of Mid-Town Road and Jeffy Trail, approximately two blocks east of County Trunk Highway "M", Aldermanic District 1, Verona School District.
5. Parcel Size: 159,680 square feet (3.66 acres).
6. Existing Zoning: R5 General Residence District.
7. Existing Land Use: Vacant lot.
8. Proposed Use: Two 27-unit apartment buildings.
9. Surrounding Land Use and Zoning: The subject property is surrounded by a variety of residential land uses including single-family homes, duplex homes and apartments zoned R2, R3 and PUD(SIP); a neighborhood commercial center zoned PUD(GDP) in the City of Madison and agricultural lands; vacant lands and large lot single-family home sites zoned County A-1 in the Town of Middleton and Town of Verona.
10. Adopted Land Use Plan: This property has been recommended for medium density residential land uses within the adopted High Point-Raymond Neighborhood Development Plan, as amended (15-25 dwelling units per acre). At the time of subdivision, however, this lot was limited to a maximum of 55 dwelling units (maximum 15 units per acre).

11. Environmental Corridor Status: This property is not located within a mapped environmental corridor.

PUBLIC UTILITIES AND SERVICES:

A full range of urban services are being extended to this area as development occurs.

STANDARDS FOR REVIEW:

This project is subject to the conditional use standards.

ANALYSIS AND EVALUATION:

The applicant proposes to construct two 27-unit apartment buildings on a vacant 3.66 acre lot located at the southeast corner of the intersection of Mid-Town Road and Jeffy Trail. The underlying lot was created in mid-2000 in conjunction with the Stone Crest Estates Subdivision located south of Mid-Town Road and east of County Trunk Highway "M". At the time of the approval of the preliminary plat for this subdivision in early 2000, the subject lot received a zoning classification of R5 General Residence District to reflect the adopted High Point-Raymond Neighborhood Development Plan recommendation of medium density residential uses for this lot. This classification would normally support densities ranging from approximately 15-25 dwelling units per acre. Due to the presence of woodlands on the subject property, and a 40-foot building setback line along the south right-of-way line of Mid-Town Road, this lot was limited to a total of 55 dwelling units (see attached map of the preliminary plat of "Stone Crest Vineyards" – the original plat name). At the time of approval of the underlying subdivision, this lot was not within the Urban Service Area boundary. Due to this fact, this lot was restricted from development and was designated an outlot on the Stone Crest Estates final plat. An amendment to the Urban Service Area boundary has now included the subject property within the service area and the applicant has submitted a certified survey map of the subject property for administrative review to re-designate the subject property as a buildable lot.

The subject property is relatively level, sloping downward from the easterly property line approximately 5-feet to the southwesterly corner. A small high spot exists in the northwesterly portion of the lot. This property has been vacant pastureland and has a cluster of natural growth trees and understory in the west central portion of the lot. Most of this vegetation is weedy growth and of little ornamental value. A few specimen canopy shade trees are located in this area and most will be preserved.

The applicant proposes to construct two 27-unit apartment buildings for a total of 54 dwelling units on this 3.66 acre site. This will yield an overall density of 14.75 dwelling units per acre. At the time of the approval of the underlying subdivision plat, the subject property was zoned R5 General Residence District to reflect the adopted High Point-Raymond Neighborhood Development Plan recommendation for this property for medium density residential uses. Final plat approval limited the subject property to 55 dwelling units. This development proposal complies with the underlying land use plan recommendation, the zoning district classification, and the dwelling unit limitation attached to the final plat approval. The proposed buildings will be 2-stories in height and provide 16 efficiency units, 20 studio units with loft, 8 one-bedroom units, and 10 two-bedroom units. Each building will be connected via a walkway system to the

off-street parking areas and directly to both the Mid-Town Road and Jeffy Trail street rights-of-way.

Each building will be provided with an underground parking garage containing a total of 27 parking stalls, one for each dwelling unit. In addition, the lower level will provide 12 bicycle parking stalls plus bicycle parking within each tenant storage locker. Trash storage, recycling and mechanical rooms will also be located in the basement level. Twenty-two surface parking stalls will also be provided for tenant and visitor use for a total of 76 off-street parking stalls. This will provide a ratio of 1.40 parking stalls per dwelling unit.

The applicant has submitted a landscape plan which will provide a sufficient quantity of canopy shade trees, decorative landscape materials and foundation plantings, in addition to preserving as many of the existing canopy shade trees and other vegetation as possible. The Urban Design Commission, at their April 6, 2005 meeting, received an informational presentation regarding this development. At their May 4, 2005 meeting, the Urban Design Commission granted initial approval for the proposed development (see attached reports).

The subject property is located within an Aesthetic Management Zone as identified in the High Point-Raymond Neighborhood Development Plan. This zone attempts to minimize the visual intrusion of the built environment upon the view of those using the proposed Ice Age Trail Corridor. Structures within this zone are required to submit a palette of roof and building colors to be approved at the time of the final plat. This was done with the Stone Crest Estates Subdivision. Those colors will be utilized for the proposed buildings and have been provided to the Urban Design Commission for their incorporation into the design review process. The Aesthetic Management Zone also limits buildings to no greater than 60-feet in height. The proposed structures will be 31-feet in height, which is within this neighborhood development plan limitation.

CONCLUSION:

The applicant is proposing to construct 54 multi-family dwelling units on a 3.66 acre parcel located in the Stone Crest Estates Subdivision at the intersection of Mid-Town Road and Jeffy Trail. This proposal is consistent with the recommendations contained within the adopted High Point-Raymond Neighborhood Development Plan, the criteria of the underlying R5 zoning district classification and complies with the density limitations placed upon this lot with the approval of the final plat of Stone Crest Estates. The Urban Design Commission has reviewed this project, including the site layout, landscape plan and building design, and granted initial approval. This development proposal also complies with the requirements of the Aesthetic Management Zone as identified within the High Point-Raymond Neighborhood Development Plan.

RECOMMENDATIONS:

The Planning Unit recommends that the Plan Commission find that the conditional use standards are met and approve a conditional use for a 54-unit apartment development located on a 3.66 acre site at 2002 Jeffy Trail, subject to input at the public hearing and reviewing agency comments.

AGENDA # V.C.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: May 4, 2005

TITLE: 2002 Jeffy Trail - Planned Residential
Development (PRD), Multi-Family

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: May 4, 2005

ID NUMBER:

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

SUMMARY:

At its meeting of May 4, 2005, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a Planned Residential Development located at 2002 Jeffy Trail. Appearing on behalf of the project was Randy Bruce of Knothe & Bruce Architects. In an attempt to address the Commission's previous concerns to relocate proposed surface parking to create a larger green open space triangle adjacent to the existing woods on the property, Bruce presented three site plan options. Site Plan Option A was the plan as originally proposed, Site Plan Option B relocates surface parking from the north side of Building #1 to its south side, with Option C creating a higher level of shared parking between both Buildings #1 and #2 on the site. All versions of the site plan featured a rough delineation of the perimeter of existing woods on the site required to be maintained in combination with being selectively cleared to encourage the growth of desirable hardwoods species and encourage drainage within a low spot on the site in the area. Following the presentation, the Commission expressed its support for Site Plan Option B as a better option depends on the location of specimen trees.

ACTION:

On a motion by Barnett, seconded by March, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the project. The motion was passed on a vote of (8-0-1) with Wagner abstaining. The motion required that Bruce investigate the tweaking of the surface parking on the south side of Building #1, to relocate as much as possible to the easterly side of the building in combination with proposed surface parking south of the main access drive to the site and Building #2 and along the curve of the access drive, which would allow for the creation of more green space along the face of the south elevation of Building #1.

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, 6.5, 7, 7, 7, 7 and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 2002 Jeffy Trail

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	7	-	-	-	-	-	-	7
	-	-	-	-	-	-	-	7
	8	8	-	-	-	8	8	8
	7	6	-	-	-	6	6	7
	-	-	-	-	-	-	-	7
	-	-	-	-	-	-	-	6
	7	-	-	-	-	6	6	6.5
	6	7	6	-	-	6	5	6
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

General Comments:

- Good options...look forward to seeing architecture at next meeting.
- "B" definitely best!
- "B" much preferred, space between buildings much more successful.
- Small site realignments improve this project.
- Option "B" provides a more continuous open space area.
- Nice improvement to the site design.

AGENDA # VII.E.

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: April 6, 2005

TITLE: 2002 Jeffy Trail - Planned Residential
Development, Multi-Family

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: April 6, 2005

ID NUMBER:

Members present were: Lou Host-Jablonski, Acting as Chair, Todd Barnett, Robert March, Michael Barrett, Lisa Geer, Bruce Woods, and Ald. Steve Holtzman.

SUMMARY:

At its meeting of April 6, 2005, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** on a Planned Residential Development on property located at 2002 Jeffy Trail. Appearing on behalf of the project was Randy Bruce, architect. The plans, as proposed, provide for the development of a 26-unit and 28-unit apartment building on a 3.66-acre site. Each of the two buildings are three stories in height and contain lower-level parking in addition to surface parking. An existing wooded area will be maintained off of the northeasterly portion of the site to act as a buffer between adjacent existing single-family homes. The architecture of the building is "barn style." Following the presentation of the plans, the Commission expressed the following concerns:

- Examine clearing the understory of the existing woods to be maintained to enhance water collection and drainage into the low spot within and to provide for the enhanced maintenance of growth of more desirable wooded species, such as heartwoods.
- Consider moving rear parking to the southeasterly or re-orient to create larger green open space triangle adjacent to the woods to be maintained.

ACTION:

Since this was an informational presentation, no formal action was taken by the Urban Design Commission.

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, and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 2002 Jeffy Trail

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

General Comments:

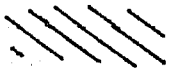
- Look at moving parking between buildings to southeast corner of site.
- Try to emphasize shared green space rather than parking between buildings.
- Additional buffer to south will be incorporated. Inventory existing vegetation before clearing understory.
- Good start.

MAP 5 HIGH POINT / RAYMOND NEIGHBORHOOD PLAN

LEGEND



BACKYARD PLANTING
ZONE



AESTHETIC MANAGEMENT
ZONE



LOW DENSITY RESIDENTIAL



LOW-MEDIUM DENSITY RESIDENTIAL



MEDIUM DENSITY RESIDENTIAL



MIXED USE NEIGHBORHOOD TOWN CENTER



COMMERCIAL



INSTITUTIONAL



PARK & OPEN SPACE



FREEWAY



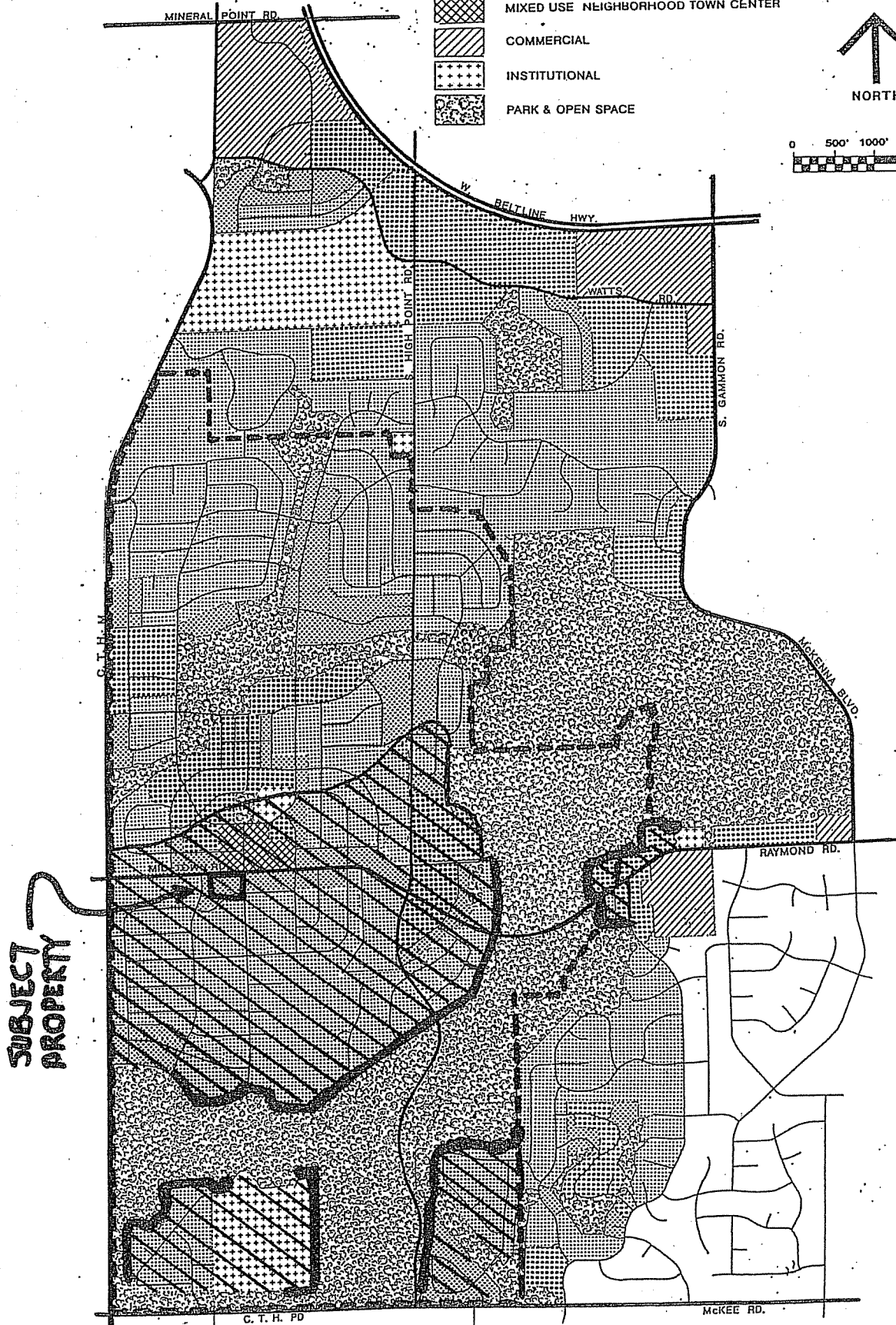
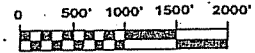
ARTERIAL HIGHWAY



COLLECTOR STREET



NORTH

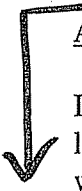


SUBJECT
PROPERTY

High Point - Raymond Neighborhood Development Plan

multi-family subject to the recommendations of the Backyard Planting Zone and the Aesthetic Management Zone.

It is anticipated that the neighborhood and area parkland will be acquired through dedications as the properties within the neighborhood develop. It is also anticipated that the drainageways and retention/detention basins will be acquired through dedication concurrent with development proposals. The larger open space units including the expansion of Elver Park and its connection with the Ice Age Park and Trail Open Space System will, most likely, need to be purchased. It is anticipated that the proposed open space/landscaped buffer along County Trunk Highway PD and County Trunk Highway M will be implemented through negotiations with property owners and by allowing clustered development on the properties. The plan supports the acquisition implementation recommendations included in the Dane County adopted Ice Age Trail Junction Area Project Plan for those properties located north of County Trunk Highway PD and west of proposed High Point Road where Dane County will be the lead agency responsible for acquisition.



Aesthetic Management Zones

In the long term, the High Point-Raymond Neighborhood will become a wooded neighborhood like the rest of Madison's older neighborhoods, and its visual impact on the open space corridors will be greatly reduced. Even adjacent to the Ice Age Trail and Elver Park open space, it is expected that homeowners would plant enough in their backyards to provide significant screening. The City and County Parks agencies will also be doing some planting to improve the aesthetic experience within the park and along the parkway, and will be fencing some property lines to control access and encroachment. However, in the short term of the first 20 years, the following recommendations can significantly improve the aesthetics of the open space corridors. The approach described below gives the developers the opportunity and the responsibility to use guidelines and propose their own landscaping and building color schemes - for City approval. The City review and approval would occur at the preliminary and final plat stage of the development process and during the review of any conditional use permit or planned development rezoning.

Two types of aesthetic management zones are proposed for this neighborhood - one for unscreened backyards abutting the major open space corridors, and one for all the areas which are visible from those corridors. The major open space corridors are the Ice Age Trail corridor and the corridor connecting it to Elver Park. See Map 5, for the proposed management zones.

Unscreened backyards abutting the corridor need to be managed for several objectives: to provide a screen of vegetation to soften the edge between the open space and urban uses; to use plant materials that are aesthetically and ecologically appropriate for the urban-natural edge; and to avoid plants which may invade and cause management problems in the public open space areas.

The new urban areas which will be developed within the one-mile viewshed of the open space corridors also need to be managed to reduce the visual impact on the open space. Note that from the Ice Age Trail highpoint on McKee Road, other highpoints are visible up to two miles to the north. In the first 20 years after development, buildings and rooftops are very visible, and regulating their colors can reduce the aesthetic impact. After 20 years, the urban forest usually screens most new residential development, which in most residential districts has a 35 foot

maximum building height. The canopy of the urban forest will eventually reach 60 feet, but additional restrictions may be desirable for buildings over 35 feet.

Backyard Planting Zone. For backyards abutting the corridor, the plan proposes that developers provide a 40-foot planting strip along the rear lot line in addition to the typical minimum rear yard setback. In single family zoning districts this setback is forty feet. This setback can be reduced by the Plan Commission for those lots which are wooded and where the visual screen can be provided by a planting strip less than 40 feet in width. The planting strip shall be designed by the developer and approved prior to approval of the preliminary or final plat, and shall be implemented with the standard subdivision contract between the city and the developer.

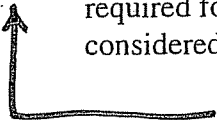
The list of plants to be encouraged in this zone shall include: red, white and bur oaks; shagbark hickory, evergreens, flowering crabs, hawthorns, American hazelnut, American plum, elderberry, smooth and staghorn sumac, and other oak woodland and oak savannah species.

The list of plants to be prohibited in this zone shall include: buckthorns, honeysuckle, Norway maples, Amur maple, Mexican bamboo, ajuga, pampas grass, blue spruce, and other species which may be invasive into the adjacent park area.



Aesthetic Management Zone. The plan also proposes an aesthetic management zone, which includes all land on which 35-foot buildings would be visible from the open space corridor (see attached map). Within this zone, it is proposed that the developer submit a palette of roof and building colors to be approved at the time of the final plat. Earth-toned colors would be favored. White, bright primary colors, and bright pastels would be avoided.

A 60-foot maximum building height restriction is also proposed in the aesthetic management zone. Aesthetic impacts would be considered in conditional use applications, which are already required for most residential buildings over 35 feet in height. These same impacts can also be considered in the review of planned development rezoning requests.



RECOMMENDED TRANSPORTATION FACILITIES

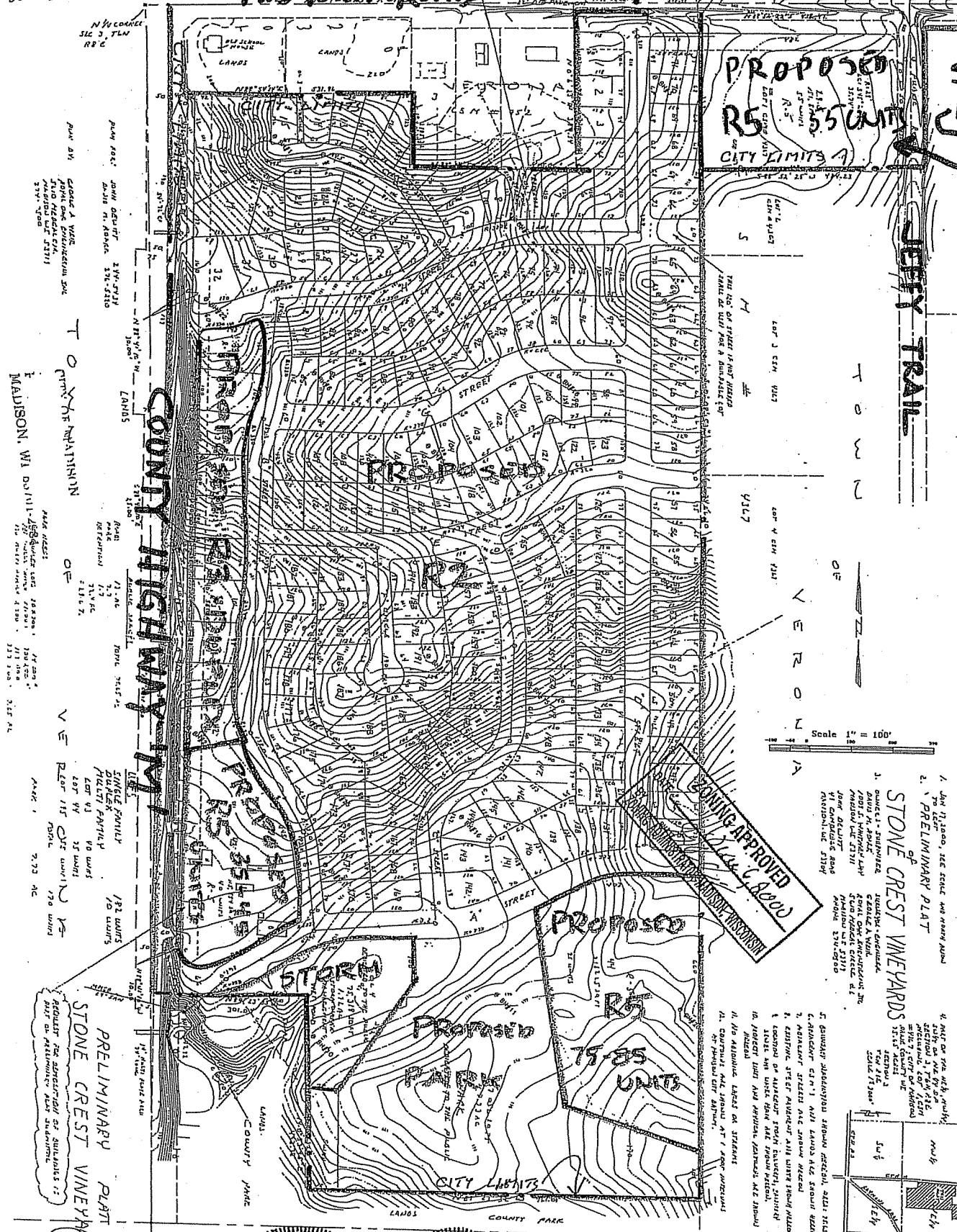
In order to provide for internal and external circulation within the neighborhood, a system of bikeways, local streets, collector streets, and arterial streets are being proposed. A potential future transit route is also designated to serve the neighborhood. Map 4 shows the recommended hierarchy of streets which are being proposed to serve the neighborhood.

Arterial Highways and Collector Streets

The major arterial streets serving the Neighborhood include County Trunk Highway M which connects Verona to the City of Madison and is proposed to be extended north to the City of Middleton paralleling the West Beltline; County Trunk Highway PD which provides connections westerly from the Mount Horeb area to the Madison Metropolitan area; and Mid-Town which is proposed to connect directly to Raymond Road to provide east-west access through the neighborhood. It is anticipated that County Trunk Highway M and County Trunk Highway PD will eventually have four lanes and a median.

AESTHETIC MAINTENANCE CUT 200' DEEP NESTHOLE
 BUILDING COLLARS
 AND SOUTH LOTS

NOTE: OUTLOT 1 IS RESERVED FOR STREET PURPOSES FOR A PERIOD OF 5 YEARS, IF NOT USED FOR STREET PURPOSES BY APRIL 1, 2007 IT SHALL BE USED FOR A BUREAU LOT.

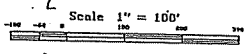


PROPOSED RE-55 UNIT CITY LIMITS A

SUBJECT PROPERTY

JEFFERSON TRAIL

STONE CREST VINEYARDS PRELIMINARY PLOT



1. APR 17, 2000, 100' SETBACK AND 100' WIDE ROAD
2. PRELIMINARY PLOT
3. STONE CREST VINEYARDS
4. 100' SETBACK AND 100' WIDE ROAD
5. 100' SETBACK AND 100' WIDE ROAD
6. 100' SETBACK AND 100' WIDE ROAD
7. 100' SETBACK AND 100' WIDE ROAD
8. 100' SETBACK AND 100' WIDE ROAD
9. 100' SETBACK AND 100' WIDE ROAD
10. 100' SETBACK AND 100' WIDE ROAD
11. 100' SETBACK AND 100' WIDE ROAD
12. 100' SETBACK AND 100' WIDE ROAD

PLANNING APPROVED

PRELIMINARY PLOT
 STONE CREST VINEYARDS
 REGULATORY REQUIREMENTS AND SUBMITTALS:
 PART OF PRELIMINARY PLOT SUBMITTAL

141-59-L

WISCONSIN LAND SURVEYOR

GEORGE A. WEIR, S-0843 Madison Wis.

WISCONSIN PROFESSIONAL ENGINEER

GEORGE A. WEIR, E-9257 Madison Wis.

ZONING OR

USE 6-0000

1. ROAD AND EASEMENT, SEE...
 2. PRELIMINARY PLOT...
 3. STONE CREST VINEYARDS...
 4. 100' SETBACK AND 100' WIDE ROAD...
 5. 100' SETBACK AND 100' WIDE ROAD...
 6. 100' SETBACK AND 100' WIDE ROAD...
 7. 100' SETBACK AND 100' WIDE ROAD...
 8. 100' SETBACK AND 100' WIDE ROAD...
 9. 100' SETBACK AND 100' WIDE ROAD...
 10. 100' SETBACK AND 100' WIDE ROAD...
 11. 100' SETBACK AND 100' WIDE ROAD...
 12. 100' SETBACK AND 100' WIDE ROAD...



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: May 4, 2005
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 2002 Jeffy Trail Conditional Use

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

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

1. The Developer shall be responsible for the cost of 14-feet of pavement and curb and gutter as well as a portion of the cost of storm sewer on Jeffy Trail.
2. Storm water requirements include 2, 10, and 100 year stormwater detention, 80% TSS Control, infiltration and thermal control.
3. Applicant shall pay impact fees in accordance with the Upper Badger Mill Creek Impact Fee District.
4. Show how drainage is handled at the entrances to the underground parking garages.

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: 2002 Jeffy Trail Conditional Use

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.

M



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

Right of Way / Easements

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

Streets and Sidewalks

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

- 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 dedicate 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.

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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
TTY 608/267-9623
FAX 608/267-1158

May 6, 2005

TO: Plan Commission
FROM: David C. Dryer, P.E., City Traffic Engineer
SUBJECT: **2002 Jeffy Trail – Conditional Use – 54 Unit 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.)

- | |
|----------------|
| <p>1. None</p> |
|----------------|

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), 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'.
- 3. The parking facility shall be modified to provide for adequate internal circulation for vehicles. This can be accommodated by eliminating a parking stall at the dead ends. The eliminated stall shall be modified to provide a turn around area ten (10) to twelve (12) feet in width and signed "No Parking Anytime."
- 4. 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.

5. 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: Randy Bruce
Fax: 608-836-6934
Email: rbruce@knothebruce.com

DCD:DJM:dm

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**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: May 7, 2005

To: Bill Roberts, Planner III
From: Kathy Voeck, Assistant Zoning Administrator
Subject: 2002 Jeffy Trail, CSM and PRD

Present Zoning District: R-5

Proposed Use: 54 apartment units (8-one bdrm, 16 eff, 20-studio/loft, and 10-two bdrm)

Conditional Use: 28.08(4)(c)1. A Planned Residential Development is a conditional use.

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. Meet all applicable State accessible requirements, including but not limited to:
 - a. Show signage at the head of the stalls.
 - b. Show the accessible path from the stalls to the building.
 - c. Show curb, ramps, and/or wheel stops where required.

2. Provide 52 bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The bike racks shall be securely anchored to the ground or building to prevent the racks from moving. **NOTE:** A bike-parking stall is two feet by six feet with a five-foot access area.

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.

4. Lighting plans are required for this project. Provide a plan showing at least .25 footcandle on any surface of the lot and an average of .75 footcandles.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	52,200 sq. ft.	59,680 sq. ft.
Lot width	50'	329.64'
Usable open space	10,240 sq. ft.	118,992 sq. ft.
Front yard	20'	53'
Side yards	Min. 6', total 15' (zoning)	Min. 44', total 92.1'
Rear yard	30'	adequate
Building height	3 stories/40'	2 stories plus loft/31' av. mean

Site Design	Required	Proposed
Number parking stalls	62 (Of them 15 surface)	54 garage <u>22 surface</u> 76 total
Accessible stalls	2 garage (1 per building) <u>1 min. surface</u> 3 total	2 garage (1) <u>2 surface</u> 4 total
Loading	1 (10' x 35') area per bldg. (24,257 s.f. per building not incl. parking gar. s.f.)	provided in drive aisle
Number bike parking stalls	52	(2)
Landscaping	Yes	(3)
Lighting	Yes	(4)

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

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

**CITY OF MADISON
MADISON WATER UTILITY
523 E. MAIN ST.
266-4651**

MEMORANDUM

Date: April 26, 2005

To: Bill Roberts - Planning & Development
From: Dennis M. Cawley, Engineer IV - Water Utility
Subject: CONDITIONAL USE- 2002 Jeffy Trail

Madison Water Utility has reviewed this conditional use and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS

None

GENERAL OR STANDARD REVIEW COMMENTS

The proposed water service lateral shall be installed at a 90 degree angle to the water main in the public right-of-way. The developer shall sign a waiver of notice and hearing for public water main assessments for the Mid Town Road water main.

The Water Utility will not need to sign off the final plans, nor need a copy of the approved plans.

Dennis M. Cawley



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: 5/6/05
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: 2002 Jeffy Trl.

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.)

- Building 1 is over the 150 feet hose reach, if it is fully sprinklered the hose reach will be extended to meet this requirement.
- On the submitted plan the 30 feet aerial access looks to be measured to the edge of the sidewalk and not to the access lane. Make sure that the 26 aerial access is within 30 feet not including the sidewalk.
- A dead-end fire lane that is longer than 150-feet shall terminate in a turnaround. Provide an approved turnaround (cul-de-sac, 45 degree wye, 90 degree tee) at the end of a fire lane that is more than 150-feet in length.

GENERAL OR STANDARD REVIEW COMMENTS

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

All portions of the exterior walls of newly constructed public buildings and places of employment and open storage of combustible materials shall be within 500-feet of at least TWO fire hydrants. Distances are measured along the path traveled by the fire truck as the hose lays off the truck. See MGO 34.20 for additional information.

Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
The site plans shall clearly identify the location of all fire lanes.
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.

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

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