

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
Of July 3, 2007**

RE: I.D. # 06126: Zoning Map Amendment I.D. 3267 To Rezone 6500 Normandy Lane from C3L (Commercial Service & Distribution District) to PUD-GDP-SIP

1. Requested Actions: Approval of a request to rezone 6500 Normandy Lane (aka. 6650 Odana Road/ 502 S. Yellowstone Drive) from C3L (Commercial Service & Distribution District) to Planned Unit Development, General Development Plan and Planned Unit Development, Specific Implementation Plan (PUD-GDP-SIP) to allow construction of a 91-unit residential condominium building.
2. Applicable Regulations: Section 28.12 (9) provides the process for zoning map amendments; Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments.
3. Report Prepared By: Timothy M. Parks, Planner.

GENERAL INFORMATION

1. Applicant: Steve Yoder, Normandy Square, LLC; 3624 Pioneer Road; Verona.

Property owner: Gerard Dohm; 3600 South Point Road; Verona.
2. Development Schedule: The applicants wish to commence construction in summer 2007, with completion scheduled for summer 2008.
3. Location: The proposed rezoning will encompass approximately 1.67 acres of the 10.75-acre Market Square retail center property, which is generally bounded by Normandy Lane on the north, S. Yellowstone Drive on the east, Odana Road on the south and Grand Canyon Drive on the west, all in Aldermanic District 19; Madison Metropolitan School District.
4. Existing Conditions: The 10.75-acre site is developed with the Market Square retail center, which consists of a one-story multi-tenant retail building on the eastern half of the site with the one-story Market Square Theaters immediately to the north, and a combined one-story multi-tenant retail building and two-story office building on the western half of the site. An Amcore Bank branch is also located on this block, but is located on a separate parcel.
5. Proposed Land Use: The applicant proposes to construct a four-story, 91-unit condominium building between the theater building and Normandy Lane. No other modifications to the shopping center are proposed with this project.

6. Surrounding Land Use and Zoning:
North: Emmerich Chiropractic, undeveloped commercial lot, zoned C3L (Commercial Service & Distribution District);

South: The Market Square block is bordered to the south by the Russ Darrow and Gordie Boucher auto dealerships, Radisson Hotel and a multi-tenant retail building south of Odana Road, zoned C3L;

East: Econoprint, Odana Tire and Service Center, zoned C3L;

West: The Market Square block is bordered to the west by Schwoegler's Park Towne Lanes and Great Midwest Bank, zoned C3L.
7. Adopted Land Use Plan: The Comprehensive Plan identifies Market Square and other properties along Odana Road in the vicinity for general commercial uses, with employment uses identified just to the north along S. Yellowstone Drive. A note on the Plan notes that some of the existing office/ retail properties in the Park Towne area have the potential to be redeveloped as integrated, urban-style mixed-use districts that include residential uses in addition to the commercial uses present in a more pedestrian-oriented environment.
8. Environmental Corridor Status: The property is not located within a mapped environmental corridor.
9. Public Utilities & Services: The property is served by a full range of urban services.

STANDARDS FOR REVIEW

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

PLAN REVIEW

The applicant is requesting approval of a planned unit development to allow construction of a four-story, 91-unit condominium building to be located on the south side of Normandy Lane near the southwest corner of S. Yellowstone Drive. The proposed condominium building will replace an existing 150-stall surface parking lot for the Market Square Shopping Center directly north of the Market Square Theaters.

Existing Conditions

The overall Market Square retail center occupies a 10.75-acre site and is comprised of a one-story multi-tenant retail building on the eastern half of the site with the one-story Market Square Theaters immediately to the north, and a combined one-story multi-tenant retail building and two-story office building on the western half of the site, with surface parking occupying the remainder of the site. In total, the Market Square project contains 50,300 square feet of retail and 54,900 square feet of office space. The center occupies most of the block formed by Normandy Lane on the north, S. Yellowstone Drive on the east, Odana Road on the south and Grand Canyon Drive on the west. An Amcore Bank branch is also located on the block but on a separate parcel. The three buildings comprising the center are clad in brick and topped with metal standing-seam roofs and decorative cornices. The retail buildings generally face to the south towards Odana Road, while the theater and a portion of the two-story office building face to the north. Service doors, loading areas and trash enclosures for the retail buildings are visible along the northern portion of the site. Parking for the center is provided in 646 parking spaces located throughout the site.

The area the proposed condominium building will occupy is currently used as surface parking for the theater. The northern parking area is set back approximately 10 feet from the Normandy Lane property line behind a split-rail fence adjacent to the sidewalk and a line of mature trees. The residential building will be located opposite existing and future office buildings generally located along the north side of Normandy Lane in an area that is largely non-residential in nature. The larger surrounding area includes auto dealerships and other retail outlets along Odana Road, entertainment and restaurant uses along Grand Canyon Drive and a mix of office and retail uses going north along S. Yellowstone Drive. In general, the Market Square project was developed as part of the Park Towne commercial development in the late 1970s and early 1980s.

The subject site and surrounding area are identified in the Comprehensive Plan for employment and general commercial uses commensurate with existing conditions. The Comprehensive Plan includes a note that some of the Park Towne commercial and office area that extends between the Beltline Highway and Mineral Point Road east from S. Gammon Road along Odana Road for possible redevelopment as "integrated, urban-style mixed-use districts that include residential uses in addition to the commercial uses present." Such redevelopment should result in a "more engaging and pedestrian-oriented environment."

Project Description

The four-story, 91-unit Normandy Square condominium building will consist of 20 one-bedroom units and 71 two-bedroom units located in a variety of floorplans ranging from 875 square feet to 1,301 square feet in floor area. The building will occupy most of the Normandy Lane frontage of

the Market Square site extending from a driveway located east of the two-story office component of the plaza east to within 30 feet of S. Yellowstone Drive. The building will also be set back 30 feet from both the northern property line adjacent to Normandy Lane. The setbacks proposed are consistent with the setbacks established by private restrictive covenants recorded throughout the Park Towne development.

Parking for the condominiums will be provided in a two-level parking structure containing a total of 137 spaces, which will extend the length of the proposed building. Both parking levels will be separated from one another with no vehicular access between levels. Access to the upper parking level containing 66 automobile stalls, 38 bike stalls and 47 storage units will be located along the western third of the southern elevation of the building. Access to the lower 71 automobile stalls, 38 bike stalls and 44 storage units will be located at the far easternmost extent of the southern wall via an entrance located in the 30-foot setback adjacent to S. Yellowstone Drive. Both drives accessing the underground parking levels will be served by a private drive that will generally extend between the southern wall of the proposed building and the existing theater and will connect to existing driveways onto S. Yellowstone Drive and Normandy Lane. The applicant also proposes 11 surface parking stalls along the southerly east-west drive and 3 surface stalls adjacent to the west wall of the building to serve condominium residents. Additional bike parking will be provided adjacent to building entrances along the northern and southern elevations to serve the development.

The condominium building will be constructed with a two-toned brick façade located above a stone face masonry base, with hardi-board siding used along the top floor of the building below the roof and in balcony recesses. The building will be topped with a continuous low-profile hip roof, with smaller hip roofs over the western and eastern thirds of the roof to break up the expanse of the roof. Individual units will be provided with patios at the first floor or balconies above. In general, the building includes a number of vertical projecting elements to coincide with the balcony recesses in an effort to breakup the mass of the building. The northern and southern walls of the building will largely mirror each other, with entry vestibules at the center of both facades leading to a center corridor that will include elevator access to the residential floors and garage levels as well as a community room on the first floor.

Open space for the project will be severely limited considering the size of the proposed building in relation to the lot area devoted to the use and the 30-foot setbacks from both adjacent streets. The applicant has provided a landscaping plan for the project that calls for the base of the building to be planted with a number of decorative evergreens and shrubs and for the lawn area along the Normandy Lane façade to be planted with a variety of shade and ornamental trees. Ornamental trees will also be planted along the east-west drive that will extend along the southern edge of the building. An entry plaza is proposed surrounding the north entry vestibule.

In general, staff feels that the landscaping plan provided is adequate and that the edges of the project will eventually soften as the landscaping proposed matures.

Parking for the retail, office and theater buildings in the Market Square development will be reduced to 510 spaces, and no changes to the remainder of the shopping center are proposed at this time. Sidewalks along the east-west drive adjacent to the southern wall of the condominium building will connect to sidewalks leading to other parts of the plaza. A certified survey map was recently submitted for administrative review that will create a separate lot for the condominium development from the remaining plaza. As a condition of approval of the project and CSM, cross access and parking easements and a reciprocal agreement for maintenance of common elements like the southerly drive will be required.

Future Phase

The application alludes to a 64-unit second phase for the Normandy Square development that would conceptually call for a four-story wing to project south from the south wall of the 91-unit building subject to review under this application. While the final location of this second phase building has not been determined, the applicant has indicated in discussions with staff that it will likely occupy the portion of the site now occupied by the Market Square Theaters. Approval of any future additions or expansions to the Normandy Square condominium development would require the submittal of a major alteration to the current planned unit development proposal for 91 units and would be subject to review by the Urban Design Commission, Plan Commission and Common Council. Any application proposing the demolition of the theater would also be subject to the demolition standards in the Zoning Ordinance. Approval of the 91-unit project currently proposed does not constitute approval any future phases of this development.

Inclusionary Zoning

The applicant has submitted an Inclusionary Dwelling Unit Plan (IDUP) that indicates that 14 of the 91 owner-occupied units, or 15.4% of the project, will be affordable under the Inclusionary zoning provisions of the Zoning Ordinance. Of the 14 affordable units proposed, 3 will be one-bedroom units, with the remaining 11 units containing two-bedrooms. All 14 units will be available to families earning 80 percent of the area median income (AMI) as permitted in the Zoning Ordinance for four-story buildings with 75% or more of their parking underground. The applicant's dispersion plan suggests that the units will be dispersed primarily on the second floor of the project, where 11 units will be located. Staff asks that the dispersion plan be revised to more clearly show which units will be the affordable units. The dispersion plan may need to be adjusted to ensure that units are both vertically and horizontally dispersed in this project.

The Community Development Block Grant Office's report on this project is attached. Staff

ID #06126:
6500 Normandy Lane
July 3, 2007
Page 6

indicates in that report that a review of revenue offsets once the final project design is approved. The applicant has requested non-City planting of street trees and cash reimbursement from the Affordable Housing Trust Fund up to \$2,500 per affordable unit for projects with four or more stories and at least 75% of its parking is underground.

The project will also be receiving a substantial density bonus. The planned unit development for the 91-unit condominium project occupies 1.67 acres of the larger 10.75-acre Market Square site. If the 91-unit density is applied only within the PUD area, a density of 54.5 units per acre results. The site is currently zoned C3L, a commercial service zoning classification that does not permit residential dwelling units. Under the Inclusionary Zoning Ordinance, the base density for districts that do not permit residential uses, including C3L, M1 and M2, is 5.44 units per acre, which would result in 9 units being developed on the 1.67 acres of the site being zoned PUD. The density of the project is therefore tenfold what would be permitted under the current zoning.

ANALYSIS AND CONCLUSION

The applicants are requesting approval of a planned unit development to allow construction of a 91-unit condominium building in place of approximately 150 surface parking stalls along Normandy Lane in the northeastern corner of the Market Square retail office development. The proposal introduces additional residential uses in an area largely devoid of such uses and instead predominated by various commercial retail and office businesses located along the Odana Road corridor west of the University Research Park in the Park Towne development area. The subject site along with most of the Odana Road corridor is zoned C3L, which is an intensive commercial service zoning classification characterized by the addition of warehouse and distribution uses above the highway commercial uses permitted in the C3 zoning classification. Residential uses are not permitted in the C3L zoning district with the exception of transient lodging, such as hotels. In general, the land use pattern along Odana Road reflects the intensity of the zoning classification through the presence of a handful of large car dealerships, office buildings and service-oriented establishments.

Overall, residential development is limited south of Mineral Point Road between Gammon Road and Whitney Way to the Oakwood senior living community and an apartment building located at 6418 Enterprise Lane, two blocks east of the subject site on Normandy Lane. The latter project was originally approved in 1985 as a 48-unit development with three buildings. However, only one of the buildings containing 12 units was ever constructed.

The Comprehensive Plan largely recognizes the current zoning and use of the land with various intensive commercial and office uses in the Park Towne. It recommends the subject site and nearby properties to the south and west to be developed with general commercial uses, while recommending that the properties to the north and east generally be developed with employment

uses. The Comprehensive Plan suggests that both general commercial and employment areas as identified in the plan are not expected to include residential uses, though residential uses may be appropriate near these districts.

A note on the Plan notes that some of the existing office/ retail properties in the Park Towne area have the potential to be redeveloped as integrated, urban-style mixed-use districts that include residential uses in addition to the commercial uses present in a more pedestrian-oriented environment. Ideally, the introduction of residential uses as suggested in the Comprehensive Plan would be preceded by the preparation, review and adoption of a detailed special area plan that would discuss the appropriate densities and locations for the introduction of residential uses. Such a plan might also address the provision of services to serve the residents that would begin populating the area as well as design standards for how the future residential and mixed-use redevelopment projects would be integrated into the existing development context. One area of particular interest in a special area plan for Park Towne would be the need to provide usable open space for any future residential units as a result of the lack of publicly owned open space south of Mineral Point Road. At present, the only publicly owned greenspace near this site is a City-owned regional detention facility across S. Gammon Road from West Towne Mall, which is used as a soccer facility when conditions allow.

This request, however, precedes the development of such a special area plan and requires that the Plan Commission and Common Council consider how this project will fit into the character of the existing area, which is best described as overwhelmingly commercial in nature. The proposed 91-unit condominium project represents a well-designed reuse of a surface parking lot at what is largely be considered to be the rear of the Market Square development, and has the opportunity to infuse a Park Towne commercial area in a state of transition with greater activity as a result of the introduction of residents into the area. However, the project will be located in an area generally lacking neighborhood-serving uses ranging from schools and parks to resident-serving commercial uses like grocery stores, which are primarily located along or north of Mineral Point Road, along Whitney Way or across S. Gammon Road in the West Towne area. In general, resident serving facilities are absent south of Mineral Point Road in this area because the area was not originally envisioned as a residential neighborhood, where uses such as schools and parks are more typically located.

The Planning Division does not believe that it would be inappropriate to approve the proposed planned unit development, though the current lack of uses customarily provided in close proximity to residential development should be acknowledged. The developer has provided each dwelling unit with a patio or balcony in part to address the overall lack of open space both within the project and in the surrounding area. Staff believes that opportunities for additional open space can be identified as other parts of the Market Square plaza redevelop in coming years, including in the applicant's envisioned second phase.

While the proposed development has the potential to serve as a harbinger of a future development trend in the Park Towne area, further residential development should be considered only after a special area plan can be prepared to address how residential uses can be properly integrated into this area.

The Urban Design Commission reviewed the project on June 20, 2007 and recommended initial approval (see attached report).

RECOMMENDATION

The Planning Division recommends that the Plan Commission find the standards for planned unit developments met and forward Zoning Map Amendment 3267, rezoning 6500 Normandy Lane (aka. 6650 Odana Road/ 502 S. Yellowstone Drive) from C3L (Commercial Service & Distribution District) to PUD-GDP-SIP, to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the applicant secure cross access and parking easements and a reciprocal agreement for maintenance of common elements shared between the proposed condominium development and Market Square Shopping Center, and that those agreements be noted in the recorded planned unit development and forthcoming Certified Survey Map of the site.
3. That the Inclusionary Dwelling Unit Plan be revised to visually depict the location of the inclusionary dwelling units in the proposed development. Units shall be both vertically and horizontally dispersed throughout the project. The revised IDUP and dispersal plan shall be subject to final approval by the Planning Division and Community Development Block Grant Office.
4. That the zoning text for the planned unit development be amended per Planning Division approval as follows:
 - a.) That the list of permitted uses for the project be listed as follows:
 - multi-family residences as shown on the approved plans, and;
 - uses accessory to the permitted uses listed above.
 - b.) That parking for the PUD be noted "As shown on the approved plans."
 - c.) That signage for the condominium development shall be limited to the maximum permitted in the R4 zoning district and as approved by the Urban Design Commission and Zoning Administrator.

Normandy Square
Staff Review of the Inclusionary Development Unit Plan:
(May 11, 2007)

Name of Development	Normandy Square
Address	6500 Normandy Lane
Developer/owner	Steve Yoder ; Gerard Dohm
Contact Person	Steve Yoder
Contact Phone	608-833-0900
Fax	608-833-8483
Contact-mail	syoder@advbldgcorp.com

SYNOPSIS:

Developer proposes to comply with IZ.

There are 91 condominium units. There will be 14 IZ units. There are a total of 21 one bedroom units and seventy two bedroom units. Three 1-bedroom units and eleven 2-bedroom units have been designated as IZ Units .

The developer has designated the IZ units by location and the IZ units are spread among the site and meet the requirements of the IZ Ordinance that applies to this development.

The building, as currently proposed, is 4 or more stories with 75% of the parking underground so all the IZ units will be at 80% AMI.

This project will fall under the IZ ordinance approved in July 2006.

CONCLUSION:

The project as proposed, based upon the available information furnished by the developer,	
X	Will comply with MGO 28.04 (26)
	Will comply with MGO 28.04 (26) if the following conditions or changes are met:
	Does not comply for the following reasons:

Reviewed by	Barbara Constans, CD Grants Administrator Hickory R. Hurie, CD Grants Supervisor
	Date: May 11, 2007

1. PROPOSED ALLOCATION OF AFFORDABLE UNITS

Number of units	At Market	At 80%	At 70%	At 60%	At 50%
for-sale units	77	14			

Number of units	Efficiency	1-bedroom	2-bedroom	3 bedroom	4-bedroom
For-sale: Market-rate		18	59		
For-sale: Inclusionary units		3	11		

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

Standards for Inclusionary dwelling units (IDUs)	Complies	Does not comply	Additional comments
Exterior Appearance of IDUs are similar to Market rate	Yes		
Proportion of attached and detached IDU units is similar to Market rate.	Yes		
Mix of IDUs by bedroom size is similar to market rate	Yes		
IDUs are dispersed throughout the project	Yes		
IDUs are to be built in phasing similar to market rate	Yes		
Pricing fits within Ordinance standards	Yes		

6

Developer offers security during construction phase in form of deed restriction	Yes		Deed restriction will be placed on IZ units within the for-sale design.
Developer offers enforcement for for-sale IDUs in form of option to purchase or for rental in form of deed restriction	Yes		
Developer describes marketing plan for IDUs	Yes		
Developer acknowledges need to inform buyers/renters of IDU status, responsibilities for notification	Yes		
Terms of sale	Sale		
Developer has arranged to sell/rent IDUs to non-profit or CDA to meet IDU expectations	No		
Developer has requested waiver for off-site or cash payment	No		
Developer has requested waiver for reduction of number of units	No		
Other:			

3. INCENTIVES REQUESTED (

NOTE: This project will require a review of revenue offsets once the final project design is approved.)

A) Density bonus of 10% (except developments of 4 or more stories and >75% of parking is underground, or has 30 or fewer detached units, then density of 20% per point) (limited to 3 points)

B) Reduction in Park development fees (limit of 1 point)

C) Reduction in Park Dedication requirements (limit of 1 point)

D) 25% reduction in parking requirements (limit of 1 point)

E) Non-city provision of street tree landscaping

F) Cash subsidy from IZ fund, \$5,000/IZ unit for units designated for families at 60% AMI or less (for owner occupied units) and 40% AMI or less for rental units (Limit of 2 points)

G) Cash subsidy from IZ fund, \$2,500/IZ unit for projects with 49 or fewer detached dwelling units or developments with 4 or more stories and at least 75% of parking is underground. (Limit of 2 points)

H) One additional story in downtown design zones, not to exceed certain height requirements

I) Eligibility for residential parking permits equal to number of IZ units in PUD

J) Assistance in obtaining other funds related to housing

K) Preparation of a neighborhood development plan from non-city sources (if development located in Central Services Area, is contiguous to existing development and no such plan exists.

L) Other :

4. ISSUES OF PROCESS

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

Step	Standard Step Activity	Special Issues
Pre-conference with City Planning Staff	Feb. 2007	All units will be affordable, how to deal with IZ units in light of this.
Presentation of <u>Concept</u> to City's Development Review Staff Team		
Submission of Zoning Application and <u>IZ Dwelling Unit Plan</u>	Feb 19, 2007	
<u>Formal Review</u> by City's Development Assistance Team	May 3, 2007	
Formal Review by <u>Plan Commission</u>	May 21, 2007	Referrel or change to the plans will affect IZ unit layout.

6

<u>Appeal</u> Plan Commission Decision to Common Council (optional)		
<u>Compliance</u> with Approved Inclusionary Dwelling Unit Plan	Deed restrictions will be recorded for units when PUD for this development is recorded	
<u>Construction</u> of development according to Inclusionary Dwelling Unit Plan	To be done at the same time as market rate units	
Comply with any continuing requirements	Sample 5% of IDU annually for compliance review.	



Department of Public Works
City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

City-County Building, Room 115
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
608 264 9275 FAX
608 267 8677 TDD

Deputy City Engineer
Robert F. Phillips, P.E.

Principal Engineers
Michael R. Dailey, P.E.
Christina M. Bachmann, P.E.
John S. Fahrney, P.E.
David L. Benzschawel, P.E.
Gregory T. Fries, P.E.

Operations Supervisor
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

GIS Manager
David A. Davis, R.L.S.

DATE: May 2, 2007
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 6500 Normandy Lane Rezoning & Inclusionary Zoning

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. Application contains significant parcel data (address and parcel number) errors, referring to an entirely different property across the street on Normandy Lane. Parcel square footages listed in application also do not match proposed Lot 1 of Certified Survey Map (CSM).
2. Revise the CSM, so that at a minimum it includes a proposed Lot 2 for the Market Square Retail Mall remnant lands. Also, if the planned Phase II Condominium site configuration allows for the existing theater to remain in the interim, then a proposed Lot 3 can be created at this time if applicant wishes, or taken care of with future rezone application.
3. PLSS land tie bearing does not include a directional suffix and shall be revised. Land tie also omits bearing and distance call to most northern point of proposed Lot 1. Revise written legal description to include land tie calls and corresponding Point of Beginning (POB) rather than the random corner radius POB call as written and not identified on the proposed CSM.
4. Any damage to pavement on South Yellowstone Drive will require restoration in accordance with the City's Patching Criteria.
5. Provide detailed design to show how the underground parking entrance is protected from the 100-year rain event. Design shall be certified by a Professional Engineer.

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: 6500 Normandy Lane Rezoning & Inclusionary Zoning

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

6



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.
- 1.6 Coordinate all necessary new interior addresses associated with this proposed development with City Engineering Program Specialist Lori Zenchenko lzenchenko@cityofmadison.com or (608) 266-5952
- 1.7 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.

6

- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____.
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.5 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.7 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.8 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.9 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
 - Detain the 2 & 10-year storm events.
 - Detain the 2, 10, & 100-year storm events.

6

- Control 40% TSS (20 micron particle).
- Control 80% TSS (5 micron particle).
- Provide infiltration in accordance with NR-151.
- Provide substantial thermal control.
- Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to sign-off.

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain the following data, each on a separate layer name/level number:
 - a) Building Footprints
 - b) Internal Walkway Areas
 - c) Internal Site Parking Areas
 - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
 - e) Right-of-Way lines (public and private)
 - f) Lot lines
 - g) Lot numbers
 - h) Lot/Plat dimensions
 - i) Street names

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

- 4.13 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

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

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

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

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

PDF submittals shall contain the following information:

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

- 4.15 The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:
 - a) SLAMM DAT files.
 - b) RECARGA files.
 - c) TR-55/HYDROCAD/Etc...
 - d) Sediment loading calculations

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

- 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

6

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 Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 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, invert elevation, and alignment of the proposed service.

6



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

May 10, 2007

TO: Plan Commission

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

SUBJECT: **6500 Normandy Lane – Rezoning – C3L to PUD (GDP-SIP) – 159 Condominium Units**

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. The attached Traffic Signal declaration of conditions and covenants shall be executed and returned with site plans. The development shall acknowledge on their proportionate share of traffic signal assessments. The development shall further agree in writing to not oppose their proportionate share of the traffic signal assessments as part of the City's Special Assessment districts for traffic signals.
2. The applicant shall provide a scaled drawing on one contiguous updated plan sheet showing all the facility's access, existing and proposed buildings, layouts of parking lots, loading areas, trees, signs, semi trailer and vehicle movements, sidewalks linkages, ingress/egress easements, pavement markings, signage and approaches according to M.G.O.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

3. The applicant should provide an area for visitor outside and inside tenant moped parking spaces and access. Moped standard parking spaces recommend 4 ft in width and 6 ft in length with a 6 ft access aisle.
4. The applicant shall provide sidewalk linkage to Odana Road through the site to Normandy Way. In addition, the applicant shall provide sidewalk from Grand Canyon Road on the west side and S. Yellowstone Dr. on the east side of the site.
5. The applicant shall show bicycle racks to be placed inside and outside the building. In addition, applicant shall indicate the type of bicycle racks to be installed both inside and outside of the Condo units.

6

GENERAL OR STANDARD REVIEW COMMENTS

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

6. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
7. The applicant shall show the dimensions for all proposed and existing surface and underground parking stalls' items A, B, C, D, E, F, and degree of angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. The two (2) feet of vehicle overhang shall be shown on the plan and dimensioned. The applicant shall show 6500 Normandy Way, 502 S. Yellowstone Dr. and 6650 Odana Rd. parking spaces.
8. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
9. "Stop" signs shall be installed at a height of seven (7) feet at all driveway approaches behind the property line and noted on the plan. The applicant will need to install a STOP sign at the Grand Canyon Dr. driveway approach. In addition, the applicant will need to install "Keep Right" signs on the islands for the Odana Rd. driveway approach. 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 and approved by City Traffic Engineering.
10. The intersection shall be so designed so as not to violate the City's sight-triangle preservations 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.
11. The applicant shall design the surface parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall. The applicant will need to show the dimensions for proposed degree parking stalls' items A, B, C, E, F, H and degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2.
12. The attached Traffic Signal/Street Light declaration of conditions and covenants shall be executed and returned with site plans. The development shall acknowledge on their proportionate share of traffic signal assessments. The development shall further agree in writing to not oppose their proportionate share of the traffic signal assessments as part of the City's Special Assessment districts for traffic signals.
13. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.

14. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

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

Contact Person: Steve Yoder
Fax: 608-833-8483
Email: syoder@advbldgcorp.com

DCD: DJM: dm

6

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: May 16, 2007

To: Plan Commission
From: Kathy Voeck, Assistant Zoning Administrator
Subject: 6500 Normandy Lane, Rezoning and IZ (Normandy Square)

Present Zoning District: C3L

Proposed Use: 91 Condominium Units

Requested Zoning District: PUD(GDP-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. Section 28.04(24) provides that Inclusionary Zoning requirements shall be complied with as part of the approval process. Submit, to CDBG, a copy of the approved inclusionary zoning plan for recording prior to zoning sign off of the plan.
2. Show species and sizes of landscape elements.
3. In the zoning text, include the address of the property in the heading. In the signage of the text, include "and as approved by the Urban Design Commission and zoning."
4. Lighting is required. Provide a plan showing at least .5 foot candle on any surface on any lot and an average of .75 footcandles. The max. light trespass shall be 0.5 fc at 10 ft from the adjacent lot line. (See City of Madison lighting ordinance).

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	107,500 sq. ft.	72,100 sq. ft.
Lot width	50'	adequate
Usable open space	23,360 sq. ft.	20,900 sq. ft. + balconies
Front yard	0'	28'
Side yards	14' each side	14' & 33'
Rear yard	30'	21' *
Floor area ratio	3.0	1.58
Building height	---	4 stories

Site Design	Required	Proposed
Number parking stalls	150	131 garage <u>15 surface</u> 146 total *
Accessible stalls	3 garage <u>1 surface</u> 4 total	4 garage <u>1 surface</u> 5 total
Loading	2 (10' x 35') areas	2 provided
Number bike parking stalls	71	68 garage <u>30 surface</u> 98 total
Landscaping	Yes	(2)
Lighting	Yes	(4)

Other Critical Zoning Items	
Urban Design	Yes
Flood plain	No
Utility easements	None shown
Barrier free (ILHR 69)	Yes

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

* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the C-2 district, because of the surrounding land uses.



Department of Public Works
Parks Division

Madison Municipal Building, Room 120
215 Martin Luther King, Jr. Boulevard
P.O. Box 2987
Madison, Wisconsin 53701-2987
PH: 608 266 4711
TDD: 608 267 4980
FAX: 608 267 1162

July 3, 2007

TO: Plan Commission
FROM: Simon Widstrand, Parks Development Manager
SUBJECT: **6500 Normandy Lane**

S.W.

- 1. The developer shall pay approximately \$165,158.63 for park dedication and development fees.**
- 2. The developer must select a method for payment of park fees before signoff on the SIP.**

fees in lieu of dedication = 91 @ \$1274 = \$115,934.00
park development fees = 91 @ \$540.93 = \$49,224.63
total fees = \$165,158.63

The only park playground is a half-mile to the north, across Mineral Point Road on Nautilus Drive. A quarter mile to the west is the West Towne detention basin, which has soccer fields when it is not flooded. This area was not planned for residential use.

Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

Please contact Simon Widstrand at 266-4714 or awidstrand@cityofmadison.com if you have questions regarding the above items.

Standard Park Fees and Payments:

Parkland Dedication Requirement is 1100 square feet per single family or duplex unit, 700 square feet per multifamily unit, 350 square feet per elderly unit or single room occupancy.

Fee in Lieu of Dedication is required when City does not take all actual land dedication. The fee is based on current property values up to a **maximum of \$1.82/square foot** for 2007.

Max fee in lieu per unit: SF = 1100 sq.ft. @ \$1.82 = \$2002.
MF = 700 sq.ft. @ \$1.82 = \$1274.
E-SRO = 350 sq.ft. @ \$1.82 = \$637.

The Park Development Impact Fees for 2007 are:

SF single family or duplex unit **\$841.45**
MF multifamily unit **\$540.93**
E-SRO elderly or rooming house unit **\$270.47**

Total combined fees: **SF = \$2,843.45**
 MF = \$1,814.93
 E-SRO = \$907.47

Payments: Parkland impact fees and park development impact fees shall be paid for this project. Payment checks shall be payable to the City of Madison Treasurer. All questions, payments and deliveries shall be made to the office of the Madison Parks Division. Prior to City signoff on this project, the developer shall select one of the following options for paying these fees:

1. Payment of all fees in a lump sum prior to City signoff on the project.
2. When fees exceed \$20,000, the developer may pay half the fees and provide a two-year letter of credit at no interest for the remaining half of the fees, both prior to City signoff.
3. When fees exceed \$50,000 for plats being built with phased subdivision improvement contracts, the developer may pay the fees due for the number of units in each contract phase, paid at the time of contract execution, and at the fee rates then in effect. Under this option, the fees shall be calculated and prorated to each lot on the development, and the developer shall record a notice of the outstanding impact fees for each lot prior to receiving City signoff for the project.
4. The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall have fourteen (14) days after receiving the invoices to pay the outstanding impact fees. The following shall be required prior to plat sign off:
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a Cadd file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision.
 - b) All information shall be transmitted to Janet Dailey by e-mail at Jdailey@cityofmadison.com, or on a CD to:
Janet Dailey
City of Madison Engineering Division
210 Martin Luther King Jr. Blvd
Room 115
Madison, WI 53703
 - c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.
 - d) The Developer shall put the following note on the face of the plat:
ALL THE LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE WITHIN FOURTEEN DAYS OF THE ISSUANCE OF BUILDING PERMIT(S).



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: May 14, 2007
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **6500 Normandy Lane**

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. No comments.

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 minimum unobstructed width of 26-feet for at least 20-feet on each side of the fire hydrant.
 - d. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.

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

cc: Scott Strassburg



Department of Planning & Development
 Planning/Inspection/Real Estate/Community & Economic Development
 Mark A. Olinger, Director

Jeffrey Longfield

Bradley J. Murphy
 Planning Unit
 215 Martin Luther King, Jr. Boulevard
 P.O. Box 2985
 Madison, WI 53701-2985
 (608) 266-4635

REVIEW REQUEST FOR:

- PRELIMINARY PLAT
- FINAL PLAT
- LOT DIVISION/CSM
- CONDITIONAL USE
- DEMOLITION
- REZONING
- INCLUSIONARY ZONING
- OTHER

6500 NORMANDY LANE
 C3L → PUD (GDP-31P)
 159 CONDOMINIUM UNITS
 GERARD DOWN / STEVE YODER - NORMANDY SQUARE

11

PLANNING UNIT CONTACT: TIM PARKS

RETURN COMMENTS BY: 10 MAY 2007

PLEASE ALSO EMAIL OR FAX ANY COMMENTS TO THE APPLICANT:

Applicant E-mail: syoder@advbldgcorp.com Fax: 833-8483

Date Submitted: 21 MARCH 2007 Plan Commission: 21 MAY 2007

Date Circulated: 20 MARCH 2007 Common Council: 05 JUNE 2007

CIRCULATED TO:

- | | | |
|---|--|---|
| <input type="checkbox"/> ZONING | <input type="checkbox"/> DISABILITY RIGHTS | <input type="checkbox"/> ALD. _____ DIST. _____ |
| <input type="checkbox"/> FIRE DEPARTMENT | <input checked="" type="checkbox"/> POLICE DEPT. - THURBER | <input type="checkbox"/> MADISON GAS & ELECTRIC |
| <input type="checkbox"/> PARKS DIVISION | <input type="checkbox"/> CITY ASSESSOR - SEIFERT | <input type="checkbox"/> ALLIANT ENERGY |
| <input type="checkbox"/> TRAFFIC ENG. | <input type="checkbox"/> MADISON METRO - SOBOTA | <input type="checkbox"/> A T & T |
| <input type="checkbox"/> CITY ENG. - GEBERT | <input type="checkbox"/> BOARD OF EDUCATION C/O SUPT. | <input type="checkbox"/> T D S |
| <input type="checkbox"/> CITY ENG. - PEDERSON | <input type="checkbox"/> PUBLIC HEALTH - SCHLENKER | <input type="checkbox"/> MT. VERNON TELE |
| <input type="checkbox"/> WATER UTILITY | | |
| <input type="checkbox"/> CDBG - CONSTANS | <input type="checkbox"/> NEIGHBORHOOD ORGANIZATION | |
| <input type="checkbox"/> REAL ESTATE - EKOLA | | |

- Review the above as per time schedule set in Chapter 16.23(5)(b)2; 16.23(5)(3)3; or Chapter 28, City of Madison Ordinance; OR your agency's comments cannot be considered prior to action.
- One copy for your files; one copy for file of appropriate telephone company; PLEASE RETURN one copy with joint comments.
- The above is located in your district. A copy is on file in the Planning & Development Office for review. If you have any questions or comments, contact our office at 266-4635.
- The above is located within or near the limits of your neighborhood organization. A copy is on file in the Planning & Development Office for review. If you have any questions or comments, contact our office at 266-4635.

RETURN COMMENTS TO: PLANNING UNIT, DEPARTMENT OF PLANNING & DEVELOPMENT

NO COMMENTS / YOUR COMMENTS:

My only concern is the number of parking stalls. Will 131 stalls be adequate for the 91 units. Other developments have used a 2 to 1 parking/unit plus visitor parking.

Jeffrey Longfield

6

AGENDA # 8

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: June 20, 2007

TITLE: 6500 Normandy Lane – Ninety-One Unit
Condominium Apartment Building,
PUD(GDP-SIP). 19th Ald. Dist. (06080)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: June 20, 2007

ID NUMBER:

Members present were: Paul Wagner, Chair; Lou Host-Jablonski, Marsha Rummel, Todd Barnett, Bruce Woods, Michael Barrett and Richard Slayton.

SUMMARY:

At its meeting of June 20, 2007, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(GDP-SIP) located at 6500 Normandy Lane. Appearing on behalf of the project were Jerry Bourquin, architect, Steve Yoder and Ald. Mark Clear. The modified plans as presented featured the following:

- The flipping of the building to reorient patios as well as front entryway walks and stoops to individual units, as well as the development of a centrally located and shared main entry patio on Normandy Lane.
- Pedestrian linkages to the remainder of the Market Square retail commercial area have been provided.
- A scattering of bicycle and moped parking has been provided.
- A review of elevational changes include projecting elements which are emphasized with a flat parapet roofline, which also provides for screening of rooftop mechanicals and change of window patterning and paneling beneath.
- A review of the building material palette emphasized the use of stone face masonry in combination with two colors of brick.

Following the presentation, the Commission noted the following:

- Like changes to the elevation and architecture; still a problem with vertical elements, the parapet top doesn't relate to the rest of the roof on various vertical projections where the return to the regular roof looks fakish.
- If edge of roof pitch came around to tie vertical elements; may resolve issue.
- Restudy vertical projecting roof elements with the projecting parapet for consistency in detailing, fenestration, in addition to providing more views and details of the problem area. Look at different options on how to finish off at the top and how they return back to the roof.
- Relevant to site plan adjust parking to create more greenspace at curve along the central face of the building.

- The cut-ins and recesses onto the main hip roof areas be replaced with minor hip roofs. The vertical parapet's projections return to the pitch roof is problematic; resolve with fenestration detailing and the horizontal alignment issue.
- It was noted that the landscape, being as modified, caught the spirit of what was requested.

As part of the discussion, Ald. Clear spoke in support of the project especially the elimination of an asphalt surface parking lot, the addition of residential into the area, which will provide an opportunity for shopping by foot and bike for residents. The Commission generally liked the appearance of the vertical projections with the parapet type roof element but still found it necessary that it bridge and wrap back to the roofline horizontally, as well as the need to provide for on-site roof water infiltration.

ACTION:

On a motion by Host-Jablonski, seconded by Barrett, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a unanimous vote of (7-0). The motion for initial approval required that the applicant study vertical projection roofline issue to tie architecturally back to the main roof whether pitched or flat, restudy vertical element for consistency in detailing fenestration and provide more views and details of the problem area on how they finish off at top and how it returns back to the roof with different options provided. Resolve the issue with the recessed cut-outs and how they meet the main roofline of the building and provide for more on-site roof water infiltration.

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, 6, 6, 6.5 and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 6500 Normandy Lane

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

General Comments:

- Architecture still needs some further work, but the site and building design improvements are welcome.
- Improved relationship to street by flipping entrance. Improved land use could spur new residential and revitalize retail. Tweak architectural elements at roof.
- Very appropriate infill in an area that desperately needs residential.
- Overall master plan well conceived. Architecture requires more study.
- Brick pier element's tops need more work – do not fit overall architecture.