

**PLANNING UNIT REPORT**  
**DEPARTMENT OF PLANNING AND DEVELOPMENT**  
**August 22, 2005**

**RE: I.D. # 01789, Conditional Use Application – 4101-4109 Maple Grove Drive**

1. Requested Action: Approval of a conditional use for a planned residential development located at 4101-4109 Maple Grove Drive.
2. Applicable Regulations: Planned residential developments, defined as two or more residential buildings under the same ownership on a tract of land, is first identified as a conditional use in R4 zoning. Section 28.12 (11) provides the guidelines and regulations for the approval of conditional uses and planned residential developments.
3. Report Drafted By: Timothy M. Parks, Planner

**GENERAL INFORMATION**

1. Applicant & Architect: Casey Louthier; 7014 Wildberry Drive; Madison, Wisconsin 53719.  
Property Owner: Derby Enterprises; 6425 Odana Road; Madison, Wisconsin 535719
2. Development Schedule: The applicant wishes to begin construction in Fall 2005, with completion anticipated for next spring.
3. Location: Approximately 1.66 acres generally located at the northeast corner of Maple Grove Drive and Nesbitt Road; Aldermanic District 7; Madison Metropolitan School District.
4. Existing Conditions: Undeveloped land, zoned R4 (General Residence District).
5. Proposed Land Use: 36 condominium units in two 18-unit buildings.
6. Surrounding Land Use and Zoning:  
North: Four-unit townhomes in the Nesbitt Valley subdivision, zoned R4 (General Residence District);  
South: City of Madison stormwater retention ponds, zoned A (Agriculture);  
East: One and two-family homes and a City-owned greenway in the Nesbitt Valley subdivision, zoned R2 (Single-family Residence District) and R3 (Single and Two-family Residence District);  
West: 115 condominium units being constructed in seven buildings, zoned PUD-SIP; City-owned greenway, zoned R4.

7. **Adopted Land Use Plan:** The Cross Country Neighborhood Development Plan recommends that is area for medium density residential uses generally 12-16 units per acre or greater.
8. **Environmental Corridor Status:** The subject site is not located in a mapped environmental corridor, though the City-owned greenway and park have been identified as environmental corridors.
9. **Public Utilities & Services:** The property is served by a full range of urban services.

### **STANDARDS FOR REVIEW**

This application is subject to the conditional use standards of Section 28.12 (11)(g) and the standards for approval of planned residential developments of Section 28.12 (11)(k), which state:

Planned Developments. Planned developments are of such substantially different character from other conditional uses that specific and additional standards and exceptions are hereby established to govern the action of the City Plan Commission.

1. **Planned Residential Development-Dwellings.**
  - a. **Standards.** In the case of the above-mentioned planned development, no application for a conditional use shall be granted by the City Plan Commission unless such commission shall find the following:
    - i. That such development shall provide adequate recreation areas to serve the needs of the anticipated population;
    - ii. That such development shall provide adequate off-street parking facilities, and adequate screening and landscaping;
    - iii. That such development shall constitute environment of sustained desirability and stability;
    - iv. That such exception for any side yard other than a street side yard shall not result in an average yard less than that required in the district in which the property is located and shall not result in a minimum yard at any point in such yard less than that required for a building, the side wall of which, as projected at right angles to the side lot line, is less than forty (40) feet in the R1, R2 and R3 districts, less than fifty (50) feet in the R4 district and less than sixty-six (66) feet in the R5 and R6 districts; and
    - v. That such development shall result in an intensity of land utilization no higher than, and standards of open spaces at least as high as, permitted or otherwise

specified in this ordinance in the district in which such development is to be located. Where the site is in two (2) or more districts, an average intensity of land utilization, based on the respective land areas in each district, is permitted on the site regardless of the location of the district boundaries.

### **PREVIOUS CASE**

The Final Plat of Nesbitt Valley was conditionally approved by the Common Council on July 3, 2001 and was recorded on October 24, 2001. The plat generally contained 49 single-family lots, 10 two-family lots, 10 lots for four-unit townhouses, one lot for 50 multi-family units, and numerous outlots for public park and drainage purposes on approximately 48.7 acres in R2, R3, R4 and planned unit development zoning.

### **ANALYSIS AND EVALUATION**

The applicant is requesting approval of a planned residential development to allow construction of a two 18-unit multi-family buildings on a 1.66-acre parcel located at the northeast corner of Maple Grove Drive and Nesbitt Road in R4 zoning. The 36 units proposed will be a mix of one and two bedroom condominiums.

The subject site consists of three lots created by certified survey map following the original division of this site as outlots on the Nesbitt Valley plat. At the time the Nesbitt Valley plat was recorded, the subject site was undevelopable due to the former alignment of Maple Grove Drive and the presence of wetlands in the southwestern corner of the site. Regardless of the initial impediments to development, the rezoning and subdivision approval anticipated development of R4 multi-family uses for the subject site. Development of the site was made possible through a City-County project that reconstructed and realigned the Nesbitt Road and Maple Grove Drive intersection, resulting in the vacation of the old Maple Grove right of way. In addition, the road improvement project corrected a drainage problem at the intersection that created the wetlands. As a result of the installation of drainage improvements, the US Army Corp of Engineers was able to certify that there are no longer wetlands present on the subject site.

The subject site relatively flat and devoid of significant vegetation. The eastern boundary of the site is formed by a public greenway that parallels Maple Grove Drive through the Nesbitt Valley and Sandstone Ridge developments. Immediately east of the drainageway is a line of two-family dwellings that extend along the west side of Dolphin Drive; R2 single-family development exists to the east of the duplexes. The proposed multi-family uses will be a continuation of such uses previously built along the east side of Maple Grove Drive in the Nesbitt Valley and Sandstone Ridge developments. The site is also located immediately east of 115 garden-style condominiums located along Fairhaven Road west of Maple Grove.

The two 18-unit buildings proposed will be nearly identical to one another, with one building to

face lengthwise along Maple Grove Drive and the other to face lengthwise along Nesbitt Road. Both buildings are two-story structures with multi-tiered gabled roofs with shed-style dormer windows. Loft spaces are proposed for selected units. A central parking courtyard with access to basement parking garages under each building will be located between the two buildings with access from Maple Grove Drive. A total of 51 parking spaces are provided in the two underground garages, with parking for nine additional vehicles provided in surface stall located on the northern and eastern ends of the entrance driveway.

The structures have been designed in a garden-style townhouse motif, with porch entrances to be provided for first floor units along the long walls of both buildings and covered porches to be provided for second floor units. Access to second floor units as well as secondary access to first floor units will be provided by a central entrance located along the street facade of the northern building and at the garage level of the southern building. The facades will be faced with a mix of horizontal and vertical brick bands and by two styles of horizontal vinyl siding. The buildings have been placed as close to the streets as possible and will include limited sidewalk connections to both adjoining streets, including private sidewalks that will parallel Maple Grove Drive and Nesbitt Road. Placement of the buildings on the site is restricted by a 30-foot building setback along Maple Grove Drive and an 80-foot building setback and aesthetic management zone along Nesbitt Road. Both setbacks were required as a condition of approval on the underlying Nesbitt Valley plat.

[The 30-foot setback along Maple Grove Drive and 40 feet of the 80-foot setback along Nesbitt Road were required by the City Engineer as a condition of the plat related to providing adequate buffering for noise and vibration from these reconstructed roads. The remaining 40 feet along Nesbitt Road is part of a "no-build" zone required along Nesbitt and Cross Country Roads required as part of an aesthetic management zone along those roads that is part of the City plans and an intergovernmental agreement between Madison and the City of Verona, and as a setback for development from a former County landfill in Badger Prairie Park.]

Landscaping for the site will consist of ash, maple, pear, crab and lilac trees planted around the perimeter of the site and a variety of deciduous and coniferous shrubs and perennials planted around the foundation of the buildings. A 2-3 foot berm will be added in the first forty feet of the site along the Nesbitt Road frontage of the site to partially screen the site from the road and the ponds to the south. A raingarden is proposed in the southeastern corner of the site to aid in the filtration of on-site stormwater runoff. The terrace and yards of the four lots will be seeded.

## CONCLUSION

The 36 dwelling units proposed result in a density of approximately 21.7 units per acre, which is greater than the medium density land use recommended for similar uses by the Cross Country Neighborhood Development Plan. The plan typically recommends an average of 12-16 units per acre. Despite this project having a somewhat higher density than the average recommended in the

plan, the project appears to comport to all of the requirements of the underlying R4 zoning, including the density of the project. The project continues an established multi-family development pattern along Maple Grove Drive that extends most of the length of the east side of Maple Grove Drive beginning south of the commercial uses at McKee Road (CTH PD) and continuing south to this site.

In discussing this project with the applicant, both the Planning Unit and district alderperson insisted that the proposed buildings reflect more of a townhouse motif than that of the four-unit townhouses located north of the site or the garden-style condominiums located northwest of the site across Maple Grove Drive. While staff and the alder would have preferred more of an urban-style townhouse than the buildings proposed, staff believes that the project represents a sufficiently different style of project that other projects along Maple Grove that have been developed in the last five years. The buildings proposed have been designed to incorporate a townhouse pattern that includes vertical organization of first floor entrances and second floor porches to give the impression of a two-story townhouse. More creative use of the site is restricted by the setbacks provided along both Maple Grove Drive and Nesbitt Road, both of which exceed the minimum setbacks required in R4 zoning.

The Urban Design Commission reviewed this proposal on August 3, 2005 and recommended final approval (see attached report).

### RECOMMENDATION

The Planning Unit recommends that the Plan Commission find the conditional use standards and planned residential development standards met and **approve** a planned residential development for 36 residential units in two buildings located at 4101 and 4109 Maple Grove Drive, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the plan be revised to include at least two additional sidewalk connections between the northern building and Maple Grove Drive.
3. That no utilities, water meters, air conditioning units, telephone or electric equipment storage, or exhaust vents be located in any yard of the building adjacent to a public street. All such equipment regardless of location shall be adequately screened from view.

**AGENDA # V.B.**

City of Madison, Wisconsin

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**REPORT OF: URBAN DESIGN COMMISSION**

**PRESENTED:** August 3, 2005

**TITLE:** 4101 & 4109 Maple Grove Drive –  
Planned Residential Development (PRD),  
36-Unit Condominium Project

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Alan J. Martin, Secretary

**ADOPTED:**

**POF:**

**DATED:** August 3, 2005

**ID NUMBER:**

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Members present were: Lou Host-Jablonski, acting Chair; Lisa Geer, Cathleen Feland, Robert March, Todd Barnett, and Michael Barrett, and Bruce Woods.

**SUMMARY:**

At its meeting of August 3, 2005, the Urban Design Commission **GRANTED FINAL APPROVAL** of a condominium project located at 4101 & 4109 Maple Grove Drive. Appearing on behalf of the project was Casey Louther and Att. Ron Trachtenberg. The modified plans as presented featured the following:

- The fire lane spur, previously proposed along the property's Maple Grove frontage, was eliminated following consultation with the Fire Department, based on the provision of additional fire-preventative interior measures within the buildings, which allowed the buildings to be relocated closer to Maple Grove Drive and additional landscaping amenities.
- A pedestrian connection is provided to the public along Nesbitt Road but still requires further consideration and approval by Planning Unit staff due to pre-existing plat restrictions. The applicant noted that all measures would be taken to ensure approval of the sidewalk connection as previously requested by the Commission.

**ACTION:**

On a motion by Barrett, seconded by Geer, the Urban Design Commission **GRANTED FINAL APPROVAL** of the project. The motion was passed on a vote of (6-0-1) with Host-Jablonski abstaining. The motion asserted support for the maintenance of the pedestrian sidewalk connection to the public walkway along the property's Nesbitt Road frontage.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 6, 6.5, 7, 7, 7, 7.5, 8.5, .

URBAN DESIGN COMMISSION PROJECT RATING FOR: 4101 & 4109 Maple Grove Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	8	-	-	-	-	9	-	8.5
	-	-	-	-	-	-	-	6.5
	7	7	-	-	-	-	6	7
	6	6	6	-	-	6	6	6
	-	-	-	-	-	-	-	7
	7	6	7	7	-	7	5	7
	8	7	7	7	-	7	7	7.5
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

General Comments:

- We like the sidewalk!
- We very much appreciate the flexibility that the Fire Department has exercised to make this project much improved.
- Tasteful site design—especially moderate parking and elimination of pavement spur. Please add sidewalk connection.
- Appreciate working with the Fire Department to eliminate the fire lane spur. Condition to include the walk from corner.

**AGENDA # VLA**

City of Madison, Wisconsin

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**REPORT OF: URBAN DESIGN COMMISSION**

**PRESENTED:** July 20, 2005

**TITLE:** 4101 and 4109 Maple Grove Drive –  
Planned Residential Development (PRD),  
36-Units

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Alan J. Martin, Secretary

**ADOPTED:**

**POF:**

**DATED:** July 21, 2005

**ID NUMBER:**

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

**SUMMARY:**

At its meeting of July 21, 2005, the Urban Design Commission **GRANTED INITIAL APPROVAL** for a Planned Residential Development located at 4101 and 4109 Maple Grove Drive. Appearing on behalf of the project was Casey Louthier and Att. Ron Trachetenberg. The plans as presented provide for the development of two eighteen-unit apartment buildings on the northeasterly corner of relocated Maple Grove Drive and Nesbitt Road. Both proposed structures are two-and-a-half stories in height, including an upper story loft and feature the combined application of modular-sized brick, vinyl siding and trim, with asphalt shingles. A review of the site plan emphasized the requirement for the development of a fire access lane adjacent to the site's Maple Grove Drive frontage at the front end elevation of one of the two buildings, despite provisions for full sprinkling of both the structures. The Commissioners noted that the fire lane appeared to create an excessive amount of pavement, which, according to recent representations by the Fire Department, would not be required with full sprinkling of the building as proposed. The Commission requested that Louthier further examine this requirement in consultation with the Fire Department. Following the presentation of the plans, the Commission also emphasized the need to provide for a sidewalk connection to Nesbitt Road, where staff noted that plat restrictions relevant to an open space/no improvement buffer may be an issue in satisfying the request. Louthier agreed to follow through in consultation with staff on this issue. Louthier also informed the Commission that the specific signage package for project would either be submitted to staff or the Commission as part of further consideration of the project.

**ACTION:**

On a motion by Geer, seconded by March, the Urban Design Commission **GRANTED INITIAL APPROVAL** for the project. The motion was passed on a vote of (7-0-1) with Host-Jablonski abstaining. The motion required address of the following:

- Attempt to eliminate the fire lane along the property's Maple Grove frontage, as well as reduce the setback to bring the buildings closer to Maple Grove and/or provide additional landscaping and amenities, including a pedestrian connection to Nesbitt Road if plat restrictions can be adjusted to accommodate it.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 6, 6.5, 7, 7, 8, and 8.

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**URBAN DESIGN COMMISSION PROJECT RATING FOR: 4101 & 4109 Maple Grove Drive**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	-	7	-	-	-	-	-	7
	8	8	8	8	-	7	8	8
	7	8	9	8	-	7	8	8
	6	6	7	6	-	5	4	6
	7	6	7	6	-	7	7	6.5
	-	-	-	-	-	-	-	8
	7	7	8	7	-	6	7	7
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

**General Comments:**

- Nicely done, though there really needs to be an accommodation to eliminate the fire lane spur. The buildings are sprinklered.
- Attractive design.
- Good job, considering the political limitations.
- Why is Traffic Engineering dictating urban design for land use?
- Sprinkler and eliminate "spur." Overall plan fits concept and site well.
- Nice. Now it's time for the Fire Dept. to decide.
- Like the interior parking solution so entries are facing the street, this also minimizes the paving. Like the open space and meeting opportunities. Landscape and rain gardens complement the buildings well. Would like pedestrian access to the city sidewalk from Building B. Try to get the fire lane in an alternative permeable material or redesign to eliminate the spur.

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**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** Aug. 9, 2005

**To:** Plan Commission

**From:** Kathy Voeck, Assistant Zoning Administrator

**Subject:** 4101 & 4109 Maple Grove Dr.

**Present Zoning District:** R-4

**Proposed Use:** 36 Condo Units (2 bldgs, 18 units each) (10-one bdrm and 26-two bdrm)

**Conditional Use:** 28.08(4)(c) 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. The lots shall be combined into one lot. The final plans shall show only one lot. Obtain Certified Survey Map approval to combine the lots.
2. Provide 9 surface stalls that are unobstructed (not accessible stalls).
3. Provide 36 bike parking stalls in safe and convenient locations on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. **NOTE: A bike-parking stall is two feet by six feet with a five-foot access area.** Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices. **Note: The bike stalls shown at the head of the stalls and in the lockers do not have adequate access.**
4. Lighting is required for this project. Provide a plan showing at least .25 footcandle on any surface of the lot and an average of .75 footcandles. (See City of Madison lighting ordinance)

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	72,000 sq. ft.	72,376 sq. ft.
Lot width	50'	adequate
Usable open space	18,000 sq. ft.	18,000 sq. ft. +
Front yard	25'	30'
Side yards	15' min., 34.5' total	15' min., 88' total
Rear yard	35'	35' (irregular lot)
Building height	3 stories	3 stories

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	60 (Of those 9 unrestricted surface stalls are req.)	51 garage <u>10 surface</u> 61 total (2)
Accessible stalls	2 garage (1 per each garage) <u>1 surface (minimum)</u> 3 total (minimum)	2 garage <u>2 surface</u> 4 total
Loading	1 (10' x 35') area	provided in drive aisle
Number bike parking stalls	36	(3)
Landscaping	As shown	adequate
Lighting	Yes	(4)

<b>Other Critical Zoning Items</b>	
Urban Design	No
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	Yes
Water front development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

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



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: August 12, 2005  
TO: Plan Commission  
FROM: Larry D. Nelson, P.E. City Engineer  
SUBJECT: 4101 & 4109 Maple Grove Drive 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. Applicant proposes storm sewer inlets in the parking/drive access that are lower than the private storm sewer discharge. This shall not be allowed. The lowest elevation of this development shall be pumped to the greenway. Pumping plan to be certified by a Professional Engineer.
2. Applicant shall show elevations of existing sanitary sewer facilities.

**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: 4101 & 4109 Maple Grove Drive 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.
- 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

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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](mailto:lzenchenko@cityofmadison.com). Include the site address in this transmittal.

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

infiltration.

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

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

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

#### Utilities General

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

#### Sanitary Sewer

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to connection to the public sewerage system.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size and alignment of the proposed service.

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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

August 11, 2005

TO: Plan Commission

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

SUBJECT: 4101 & 4109 Maple Grove Drive – Conditional Use – 36 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. None

**GENERAL OR STANDARD REVIEW COMMENTS**

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

2. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
3. When site plans are submitted for approval, the developer shall provide recorded copies of the joint driveway ingress/egress and easements.
4. The driveway from the garage door outside 14 ft. drive aisle and the inside 16 ft. drive aisle shall be modified to provide for two-way operations at a minimum width of eighteen (18) feet in accordance M.G.O. 10.08(6)(a) 4.
5. A "Stop" sign shall be installed at a height of seven (7) feet at the 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.

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6. The applicant shall design the underground parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall area. The "One Size Fits All" stall shall be used for the residential parking area only, which is a stall 8'-9" in width by 17'-0" in length with a 23'-0" backup. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
7. The applicant should show the dimensions for proposed and existing parking stalls' items A, B, C, D, E, and F, and for ninety-degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2.
8. Per ordinance, the small car stalls shall not exceed 25% of the total number of Medium and Large Vehicles and Small Vehicles stalls for the facility. The site plan shall show each small car stall signed clearly to properly control the use of the small car stalls, when plans are submitted for approval.
9. 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.
10. 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: Casey Louther

Fax: 608-848-5774

Email:

DCD:DJM:dm



# 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: 8/5/05  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **4101 & 4109 Maple Grove Dr.**

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. None.

## **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 a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.
  - c. Per IFC 503.3 Show approved "fire lane, no parking" signs posted on the site plan. A max of 150- feet on center. Signs must be visual and easily read from any location on the fire lane. Fire lanes 20-27 feet wide will be posted as fire lane on both sides, 28-35 feet wide shall be posted fire lane on the appropriate side only.

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

cc: John Lippitt