



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: July 7, 2008
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **515 S. Midvale Boulevard**

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 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, if any part of the building is over 30 feet in height.

Please contact Scott Strassburg, New Construction Inspector at 608-261-9843 if you have questions regarding the above items.

cc: Bill Sullivan

Plan Commission, July 7, 2008

Two years ago, 1200 members of the neighborhoods surrounding Sequoya Commons signed a petition asking for, among other things, 1) traffic flow that utilizes Midvale and Tokay Blvds and minimizes spillover into the neighborhoods and 2) that significant setbacks be maintained to fit in with the scale and context of the neighborhood.

At that time, the UDC approved plans that included a Phase II driveway onto Midvale Blvd. Joe Krupp agreed to this condition unless he developed condos at this site. He has returned with 100 apartments and a garage on Caromar Drive. There is no necessity for this change.

This property was designated for this type of redevelopment because of its location at the intersection of Midvale and Tokay. Traffic engineering has stated that they can accept a driveway on either Midvale or Caromar and that Midvale is not overloaded for its design. If parking along Midvale presents a safety hazard, as Joe Krupp believes, then eliminate parking on Midvale south of the new driveway. This would involve approximately four parking spaces.

This driveway's increase of traffic onto Midvale will be negligible while this amount added to Caromar will be significant onto a residential street that is already facing traffic problems. In addition, this particular driveway will funnel traffic through the most pedestrian-friendly entryway into the Sequoya Commons at South Owen Drive. This is where the neighborhood pedestrians as well as others from farther away who drive to the Commons but can not park in the lot will enter the property on foot.

Mr. Krupp originally proposed a two story building with a stepback to four stories at this site. He now wants a three story building. Regardless of the height of the building but particularly if the building is going to be three stories high, the full standard 30 foot setback from the sidewalk should be maintained on the Caromar side of the building so that it fits within the context of the neighborhood. This is already a much less attractive façade for the neighborhood. Phase II sits across the street from small single story homes and next to a two story apartment building that sits at a low elevation. Placing the building closer to the sidewalk will make it appear to loom over the neighborhood. This is another self-imposed problem of this design.

In the words of the Comprehensive Plan, I ask that you "balance the preferences of residents with citywide and neighborhood planning objectives and priorities."

I ask for referral.

Bonnie McMillin-Lewis
Jack R. Lewis

July 7, 2008

Madison Planning Commission
Madison, Wisconsin

Re: Sequoia Commons – Plan Change

Greetings:

We are writing in opposition to the latest set of changes proposed by Joe Krupp for his Sequoia Commons development project.

Specifically, we oppose the following:

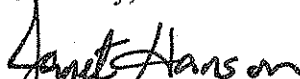
1. Garage entrance on Caromar Drive. Our family has used the north exit onto Midvale Blvd. for years, as do many others. We've never had or seen any problems there. Do traffic records indicate a high number of accidents at this location? Why was this alternative acceptable in the past, but not now?

Joe Krupp indicated he was OK with this location if he built apartments. Why is he allowed to change his mind at the expense of our neighborhood?

2. Setback. Given that Mr. Krupp has changed the Caromar facade from two stories to three, it seems only fair that the standard 30' setback should apply in his case, as it does for most others in the neighborhood.

Thank you for your consideration of these matters.

Sincerely,


Janet and Wayne Hanson
Westmorland Neighborhood



received 7/7/08 circulate + return to Kevin Firchow

Midvale Plaza – Sequoia Commons Phase II

We have several concerns about Phase II and feel that the problems are self-inflicted by Midvale Plaza Joint Venture (MPJV) LLP due to poor design choices.

Background: The original Sequoia Commons GDP was approved by the UDC with the understanding that the Phase II garage entrance would be on Midvale Blvd. Mr. Krupp stated at that time that he reserved the possibility of revisiting this if the building was condos. The Plan Commission left the issue open for discussion at the time of the Phase II SIP. When the Phase II apartments were submitted in early 2008 the garage entrance was on Caromar. The Alder and the neighborhood (through its representatives) told Mr. Krupp at that time that the Caromar garage entrance was not acceptable. The UDC has expressed similar sentiments about Phase II. Concerns have also been raised since February about the massing and setback along Caromar. The typical setback on residential streets in Westmorland and Midvale Heights is 30 feet or more.

Our concerns and responses to issues raised at the UDC:

- The original Midvale Plaza had 1 entrance/exit and 1 exit-only on Midvale, 2 entrance/exits on Tokay, and 1 entrance/exit on Caromar. The current plan calls for 3 entrance/exits on Caromar and 1 entrance/exit on Midvale. The increased traffic from Phase II is being diverted onto residential streets, primarily Caromar but also S. Owen Dr. Due to the Sequoia Library and local retail those streets experience a great deal of pedestrian traffic, especially children.
- For a residential area there is already a large amount of traffic at the Caromar and S. Owen intersection due to:
 - Queen of Peace Elementary School: ~400 of its 450 students are driven to school because the families do not live in the neighborhood.
 - Midvale Elementary School: Parents drive their children to school if they live on the other side of Mineral Point Rd or the opposite side of Midvale, because of obvious safety concerns. Midvale is a paired school and some parents from the Lincoln school area drive their children to Midvale school.
- Per MPJV's Traffic Engineer John Lichtenheld Phase II will increase traffic on Caromar from the proposed garage exit to Tokay by >40 cars per peak hour in the PM. The percentage increase at peak traffic times (8am-10am and 3pm-5pm) is estimated from numbers in his report to be roughly 50%. The percentage increase of traffic on Midvale if the Phase II traffic were directed there is very small.
- The current existing Midvale Plaza has only a northbound exit onto Midvale, yet still sees very heavy traffic to the library and local businesses, specifically La Brioche and The Chocolate Shoppe. There is no data suggesting an increase in accidents at the Midvale and Ames intersection under these conditions.
- Nothing prevents removal of parking spots on Midvale to accommodate sight lines for a garage curb-cut from Phase II.
- The 12% grade of a Midvale driveway from Phase II represents a worst-case scenario and could quite easily be more shallow.
- At a meeting held with Alder Gruber, Mr. Krupp, residents, and others Dan McCormick of Traffic Engineering stated that they:
 - Can support a garage entrance on either Midvale or Caromar.
 - Would not recommend stop signs on Caromar at the Caromar and S. Owen intersection.
 - Would not recommend a 'table top' at that intersection due to cost (approx \$150,000).
 - Would support sidewalk 'bump outs' to increase pedestrian safety.
 - "Prefer" a Caromar garage entrance

We find it ironic that stop signs, the simplest and cheapest step, were outright rejected by traffic engineering.

- The failed vote for traffic calming on Caromar has frequently been cited as an obstacle to finding a compromise. The traffic calming proposal vote did not represent nor reflect the concerns about traffic south of the Caromar S-curve. The traffic calming did not seem necessary to the residents north of the S-curve on Caromar who represented the majority of residents polled.
- We are unaware of any discussion of alternatives to address the decrease or loss of the rain gardens on the North side of Phase II that would be necessary for a Midvale entrance/exit, but we are willing to work with Mr Krupp to find a place to infiltrate the run-off.
- We appreciate the setback being increased to 25 ft since Phase II was introduced but we prefer 30 ft, especially in light of the changes to the Caromar façade from a two to a three story structure.

Madison is committed to being a pedestrian friendly city, as expressed through initiatives like the Red Flags at crosswalks all over the city and through the widespread application of new urbanism. Our neighborhoods along Midvale are home to an increasing number of children due to demographic shifts and Sequoya Commons will be a major local destination. As residents we are trying to serve their needs and through the development of a Neighborhood Plan address future redevelopment and other changes in the fashion that the city prefers.

Midvale was not designed to be the arterial that it has become. The issues with safety and traffic on Midvale existed 10 years ago and will increase even if Sequoya Commons had instead been made into a prairie. Those issues must be addressed, but not at the cost of the quality-of-life of those surrounding Sequoya Commons. In our opinion as those who live near the site the cost of putting Phase II traffic onto Caromar outweighs the benefit to the issues surrounding Midvale Blvd. This situation could have been avoided with a more thoughtful design of this entire site.

Signed,

<u>CLARENCE C. OLSON</u>	<u>537 Torgstad Glen</u>	<u>Clarence C Olson</u>
Name	Address	Signature
<u>LOUISE G OLSON</u>	<u>537 Torgstad Glen</u>	<u>Louise G Olson</u>
Name	Address	Signature
<u>Jerrold W. Apps</u>	<u>522 Torgstad Glen</u>	<u>Jerrold W. Apps</u>
Name	Address	Signature
<u>Ruth E. Apps</u>	<u>522 Torgstad Glen</u>	<u>Ruth E Apps</u>
Name	Address	Signature
<u>DONALD W. SEVERSON</u>	<u>534 SOUTH MIDVALE BLVD.</u>	<u>Donald W. Severson</u>
Name	Address	Signature
<u>KATHERINE M. CORONNA</u>	<u>530 SOUTH MIDVALE BLVD.</u>	<u>Katherine m Coronna</u>
Name	Address	Signature
_____	_____	_____
Name	Address	Signature

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Signed, <u>Esther McIntosh</u> <u>Esther McIntosh</u>	<u>526 S. Midvale Blvd.</u>	<u>Esther W. McIntosh</u>
Name	Address	Signature
<u>Randall J. Moller</u>	<u>4925 Tokay Blvd.</u>	<u>Randall J. Moller</u>
Name	Address	Signature
<u>Syl M. Moller</u>	<u>4925 Tokay Blvd.</u>	<u>Syl M. Moller</u>
Name	Address	Signature
<u>Ginger McIntosh</u> <u>Ginger McIntosh</u>	<u>3326 Gregory St.</u>	<u>Ginger McIntosh</u>
Name	Address	Signature
_____	_____	_____
Name	Address	Signature
_____	_____	_____
Name	Address	Signature

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Signed,

Bonnie McMullin-Lawton, 555 Chatham Ter, Bonnie McMullin-Lawton
 Jack Lawton, 555 Chatham Ter, Jack R Lawton
 Anna Strenski 4317 S. Owen Dr Anna Strenski
 Vicki ^{of Goodman} Goodman 4317 S. Owen Dr Vicki GOODMAN

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Signed,

<u>ANDREA E. LEWIS</u>	<u>539 S. OWEN DR.</u>	<u>Andrea E. Lewis</u>
Name	Address	Signature
<u>PANNA & ERIC CODNER</u>	<u>4022 BIRCH AVE</u>	<u>Panna & Eric</u>
Name	Address	Signature
<u>Michelle Olsen</u>	<u>544 Gately Ter</u>	<u>Michelle Olsen</u>
Name	Address	Signature
<u>Scott Olsen</u>	<u>544 GATEWAY TERR</u>	<u>Scott Olsen</u>
Name	Address	Signature
<u>SAVITRI TSERING</u>	<u>548 Gately Ter</u>	<u>Savitri Tsering</u>
Name	Address	Signature
<u>Tsering Dhondup</u>	<u>548 Gately Ter</u>	<u>Tsering Dhondup</u>
Name	Address	Signature
<u>Kim Brilawski</u>	<u>4218 ST CLAIR</u>	<u>Kim Brilawski</u>
Name	Address	Signature

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Signed,

<u>Robert R. Kowal</u>	<u>537 Gately Ter.</u>	<u>Robert R. Kowal</u>
Name	Address	Signature
<u>MARY CHECOVICH</u>	<u>533 CLIFDEN</u>	<u>Mary Checovich</u>
Name	Address	Signature
<u>John Kennesly</u>	<u>522 S. Owen Dr.</u>	<u>John Kennesly</u>
Name	Address	Signature
<u>Jeanne Daniels</u>	<u>549 Caromar Dr</u>	<u>Jeanne Daniels</u>
Name	Address	Signature
<u>PAUL CEROTTI</u>	<u>549 CAROMAR DR.</u>	<u>Paul Cerotti</u>
Name	Address	Signature
<u>Suey Wong</u>	<u>545 CAROMAR DR.</u>	<u>Suey Wong</u>
Name	Address	Signature
<u>Kurt Kaczmarek</u>	<u>4308 S Owen Dr.</u>	<u>Kurt Kaczmarek</u>
Name	Address	Signature

Midvale Plaza – Sequoya Commons Phase II

<i>Nancy Kaszmarek</i>	<i>4308 S. Owen Drive</i>	<i>Nancy Kaszmarek</i>
Name	Address	Signature

<i>Dinean Thelen</i>	<i>4213 St. Clair Dr.</i>	<i>DINEAN THELEN</i>
Name	Address	Signature

<i>Mary Campbell</i>	<i>533 Gately Ter</i>	<i>Mary Campbell</i>
Name	Address	Signature

<i>Faren Mattoon</i>	<i>1710 ^{200 North of} Wahana Place <i>4313 S. Owen Drive</i></i>	<i>FAREN (MATTOON)</i>
Name	Address	Signature

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Signed,

<u>Miriam L. Lewis</u>	<u>543 Chatham Terrace</u>	<u>Miriam Lewis</u>
Name	Address	Signature
<u>Kyle W. Friedow</u>	<u>532 S. Owen Dr.</u>	<u>Kyle W. Friedow</u>
Name	Address	Signature
<u>Jill M. Friedow</u>	<u>532 S. Owen Dr.</u>	<u>Jill M. Friedow</u>
Name	Address	Signature
<u>Greg Thain</u>	<u>543 Chatham Ter</u>	<u>Greg Thain</u>
Name	Address	Signature
<u>Heather Monson</u>	<u>548 Chatham Ter</u>	<u>Heather Monson</u>
Name	Address	Signature
<u>Michelle Quinn</u>	<u>544 Chatham Ter</u>	<u>Michelle Quinn</u>
Name	Address	Signature
<u>Adley Monson</u>	<u>432 S. Owen Dr.</u>	<u>Adley Monson</u>
Name	Address	Signature

Midvale Plaza - Sequoia Commons Phase II

Paul Donnelly 4310 Tokay Blvd. Paul Donnelly

Name

Address

Signature

Louis J. Mitroff 4313 S Owen Dr. Louis J. Mitroff

Name

Address

Signature

Mary Ann Fritsch 4313 S. Owen Dr. Mary A. Fritsch

Name

Address

Signature

Shirley J. Gump 4309 S. Owen Dr. Shirley J. Gump

Name

Address

Signature

Ralph G. 4309 S. Owen Dr. Ralph G.

Name

Address

Signature

Kathy Oker 529 S. Owen Dr. Kathy M. Oker

Name

Address

Signature

David Herrmann 529 S. Owen Dr. David Herrmann

Name

Address

Signature

Teff Grah 4304 S. Owen Dr. Teff Grah

Name

Address

Signature

Roger Nicolai 450 Glenway St. Roger Nicolai

Name

Address

Signature

Dolores C. Nicolai 450 Glenway St. Dolores C. Nicolai

Name

Address

Signature

Mary Ann Lynch 4313 Tokay Blvd. Mary Ann Lynch

Name

Address

Signature

Tom Talerico 4218 Tokay Tom Talerico

Name

Address

Signature

Amy Talerico 4218 Tokay Amy Talerico

Name

Address

Signature

Elmer A. Reichel 4306 Tokay Elmer A. Reichel

Name

Address

Signature

EARL H. REICHEL " " Carl H. Reichel

Name

Address

Signature

Donna M. Taft 4310 Tokay Blvd. Donna M. Taft

Name

Address


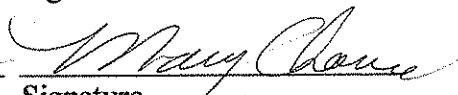

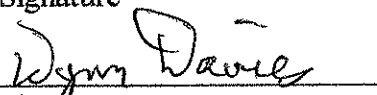

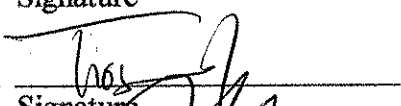

Signature

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Signed,

Pat Peterman	552 Chatham Terrace	
Name	Address	Signature
Mary Chance	559 Chatham Terrace	
Name	Address	Signature
Pete Chance	559 Chatham Terrace	
Name	Address	Signature
Wynn Davis	537 Caromar Dr	
Name	Address	Signature
Loree Davies	537 Caromar Dr.	
Name	Address	Signature
Troy Theis	529 Caromar Dr	
Name	Address	Signature
Paul Haskew	483 Toysted St	
Name	Address	Signature

Midvale Plaza – Sequoya Commons Phase II

PRINT



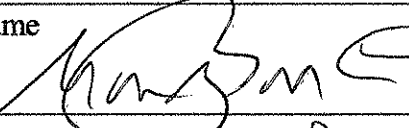
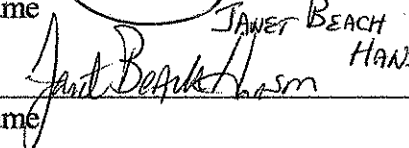
Name	Address	Signature
Mary Ann McCosh	509 Caromar Dr	Mary Ann McCosh
DL Stilt	501 Caromar Dr	Dennis Stambaugh
Jerry Keul	465 Caromar Dr	JERRY HARBER
BWL	441 Caromar Dr	Berriet Van Sicken
Ann Martinelli	445 Caromar Dr	Ann Martinelli
Tom Martinelli	445 Caromar Dr.	Tom Martinelli
Margorie M. Knobek	4318 Keating	Margorie M. Knobek
Julie A. Horst	509 S. Owen Dr.	Julie A Horst
D.C. Lilienthal	4321 S. Owen	D C Lilienthal
Michael S. Moore	4321 S. Owen	Michael S. Moore
Spot Darrow	4312 S. Owen	Spot Darrow
Zona Boelsing	539 Chatham Ter	ZONA BOELSING
Mary Beth Lawson	539 S. Owen Dr	Mary Beth Lawson
M. J. Lewison	539 S. Owen Dr	M. J. Lewison
John Lewison jr	539 Owen Dr.	John Lewison jr.

- The failed vote for traffic calming on Caromar has frequently been cited as an obstacle to finding a compromise. The traffic calming proposal vote did not represent nor reflect the concerns about traffic south of the Caromar S-curve. The traffic calming did not seem necessary to the residents north of the S-curve on Caromar who represented the majority of residents polled.
- We are unaware of any discussion of alternatives to address the decrease or loss of the rain gardens on the North side of Phase II that would be necessary for a Midvale entrance/exit, but we are willing to work with Mr Krupp to find a place to infiltrate the run-off.
- We appreciate the setback being increased to 25 ft since Phase II was introduced but we prefer 30 ft, especially in light of the changes to the Caromar façade from a two to a three story structure.

Madison is committed to being a pedestrian friendly city, as expressed through initiatives like the Red Flags at crosswalks all over the city and through the widespread application of new urbanism. Our neighborhoods along Midvale are home to an increasing number of children due to demographic shifts and Sequoya Commons will be a major local destination. As residents we are trying to serve their needs and through the development of a Neighborhood Plan address future redevelopment and other changes in the fashion that the city prefers.

Midvale was not designed to be the arterial that it has become. The issues with safety and traffic on Midvale existed 10 years ago and will increase even if Sequoya Commons had instead been made into a prairie. Those issues must be addressed, but not at the cost of the quality-of-life of those surrounding Sequoya Commons. In our opinion as those who live near the site the cost of putting Phase II traffic onto Caromar outweighs the benefit to the issues surrounding Midvale Blvd. This situation could have been avoided with a more thoughtful design of this entire site.

Signed,

	545 GARDEN TERRACE	
Name	Address	Signature
	1710 YAHALGA PL	PAUL MATTEONI
Name	Address	Signature
	445 S. OWEN DR.	Michael Bell
Name	Address	Signature
 JANET BEARD HANSAW	4209 ST. CLAIR, MADISON 53711	Janet Beard
Name	Address	Signature
Name	Address	Signature
Name	Address	Signature