

Excerpt from 10/24/06 Ped/Bike Motor Vehicle Meeting Minutes

D. HILL REDEVELOPMENT PLAN

Appearances:

Domenic Lanni, Joseph Freed & Associates

Matt Yentz, Strand Associates

Mike Sturm, Ken Saiki Design

Lanni presented an informational update on the project. Phase 1 is almost fully constructed and the SIP for Phases 2 & 3 will be before the Urban Design Commission next week. The Ped Accommodation drawing should be updated to show a second mid-block crossing on Sawyer (as shown on the Master Plan drawing).

PBMVC concerns/suggestions included:

- Why isn't the mid-block on Frey closer to the condos and grocery store? It was explained the crossing is located where it is to line up with the stair tower for the parking structure and to provide direct access to the green space. A mid-block crossing by the condos would be on a steep cross-section. PBMVC members were concerned about jaywalking and asked that the developer consider a crossing by the grocery store if it can meet ADA requirements. It was also noted that having more than one table top ped crossing works better to slow down traffic.
- Why does Sawyer need to be widened to 36' to become two-way? The suggestion to widen to 36' came from Traffic Engineering. The roadway will accommodate two-way motor vehicle travel, bicyclists, and parking on one side. On-street parking is being maintained because residents requested easy, accessible parking and didn't want to see street parking eliminated even with the addition of a parking structure. It was explained there would be bike accommodations but not necessarily marked lanes. The PBMVC expressed concern about a 36' wide roadway without markings and asked that the roadway be striped.
- What ped accommodations are provided to acknowledge the very high concentration of older residents in this area? Lanni indicated that the biggest concerns expressed by the seniors were amount of density, traffic and open space. The developer eliminated a 90-unit condo building, added green space and a ramp to access the back of the mall, added mid-block table crossings on Frey and Sawyer, maintained the medians on Segoe and added crossings on either side, and added roundabouts to improve ped safety along Segoe (safer than signals).
- A concern was expressed about condo traffic coming in/out on University Avenue. That is one of three routes, motorists can also enter the parking structure from Frey and from Mall Drive.
- Residential bike parking is one space per unit. The initial plan was to use the storage locker but concerns were expressed that it may not be easy to get a bike in/out on a daily basis if the locker is used for other storage. Lanni stated the plan now is to provide a channel lock in front of each motor vehicle parking space where a bike could be locked. It was described as a grab bar type device that will be imbedded in the wall. This bike parking does not replace the space in the storage locker. The PBMVC questioned whether there is enough space between car stalls to easily get a bike in/out. Ross indicated he would need to see a drawing to determine if it meets Zoning standards but thought it sounded reasonable. Webber noted some residential developments have one bike spot per bedroom. She urged consideration of bike racks in the garage. Webber emphasized that the issue is the convenience of parking the vehicle that you use; bike parking should be as easy and as accessible as car parking. Webber suggested that the developer talk with Ross and Zoning staff about impending standards for bike parking.

[Conroy left at 6:30]

- Referencing the green space plan and the ADA ramps, Strawser suggested adding stairs on one end so that users who are able to use stairs could free up space on the ramps for wheelchair users, etc.
- Webber asked if there is a way to reduce the number of driveway crossings to get to the eastbound sidewalk along University Avenue (east of residential tower). Ross indicated the entryway could be re-done to provide for a westbound turn into the mall, which would provide the opportunity to reconstruct the driveway as a standard, not split, driveway.

- Roundabouts are supposedly safer for peds than signals, but is that true for multi-lane as well as single lane roundabouts? Tom Lynch, Strand Associates, replied yes. There are measures that can be implemented at roundabouts to provide notice of ped crossings, e.g., flashing warning lights that are ped-activated. There are two roundabouts proposed for Segoe, so it would be difficult for motorists to get up a good deal of speed. A question was raised whether there will be sufficient gaps for peds since roundabouts have continuous movement. Lynch stated that at the roundabouts themselves, the gaps for peds will be good but gaps may be poorer mid-block between the roundabouts. It depends on what happens with Segoe – if it becomes two lanes with bike lanes, it could have a one-stage crossing. A suggestion was made to have a roundabout at Frey instead of Sheboygan and then signalize the Sheboygan intersection to provide gaps. Lynch pointed out that Frey is very close to the signalized University-Segoe intersection, and they do not want to place roundabouts where the queue from an adjacent intersection might interfere. Lanni stated a Frey roundabout was studied in the traffic impact analysis but there were queue problems. Compton asked if there is a design for a ped roundabout, i.e., make it evident that the roundabout is there for peds. Ross indicated the strongest message to drivers is to see a large number of peds. It is very important to design land use to encourage ped activity. In response to a question, Ross stated there is a standard signing and marking plan for roundabouts that includes advance ped signs.
- A question was raised whether there's enough room to add a westbound University turn lane onto Segoe. Yentz stated the room would come from the north side.
- Shahan asked about the difference in projected traffic impact between this plan and the original one. Yentz stated they didn't compare the two plans. The condos that were removed would not have been a big traffic generator and in terms of overall commercial and retail space, not much is changed. Shahan felt it might be good to point out to the Plan Commission that despite this new density, the traffic generation is not much different than the previous plan because retail is driving the numbers.

[Skidmore left sometime after 6:30 but before the vote]

Motion by Compton/Webber to accept the report and provide the PBMVC comments (minutes) to the Plan Commission, carried unanimously.



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

November 28, 2005

Rev: December 28, 2005

Rev: March 13, 2006

Rev: November 30, 2006

TO: Plan Commission

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

SUBJECT: **702 North Midvale Blvd. – Rezoning – PUD (SIP) to Amended PUD (GDP-SIP) – 65,000 Sq. Ft. Grocery Store, 80,000 Sq. Ft. Additional Retail Space, 238 Condo Units, and 1,100 Structured Parking Spaces with a Future Phase consisting of 220 Residential Units and Hotel.**

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. Approval of the subject rezoning is conditioned upon the findings of the Freed/Hilldale Traffic Impact Study dated September 2006 and additional study related to the proposed Hill Farms State Office Building. This includes recognition of increased transportation demands on the streets, intersections and neighborhoods surrounding the development. Specific recommendations of the subject studies that involve major changes to City intersections and streets outside those shown on the GDP/SIP site plan will need final review and approval by the City. Unless otherwise modified by an alternative financing plan or exception noted, the Developer is expected to finance 100% of the street reconstruction and traffic signal costs for the changes proposed in the GDP/SIP for City streets. The Developer will need to enter into a developer's agreement/subdivision contract with the City for the following improvements required to adequately support the development and neighborhood concerns:
 - a. Well-connected and direct sidewalk system with marked crosswalks at intersections (Joseph Freed and Associates responsibility (JFA)).
 - b. Enhanced mid-block crossing on Frey Street, east of Whole Foods entrance (JFA).
 - c. Improved pedestrian crossing of existing Mall right-in/right-out on University Avenue (JFA). Truck restriction on Sawyer Terrace (JFA and City of Madison (City)).
 - d. Mid-block pedestrian table crossing on Sawyer Terrace at existing stair access

to/from mall (JFA).

- e. Improve accessibility of stair access to/from mall and provide alternative access via accessible ramp (JFA).
- f. "City Street" type improvements along Mall Road to reduce pedestrian-motor vehicle conflicts (JFA).
- g. City of Madison to continue investigating feasibility/location of grade separated crossing of University Avenue (City).
- h. Enhance existing crossing on the west side of the intersection of University Avenue and Segoe Road to provide a better link for pedestrians and bicyclists to the Blackhawk Path north of University Avenue (City). This includes reconstructing the median nose on University Ave and ped-bike ramps.
- i. Signalized, actuated, two-stage pedestrian crossing at the intersection of Segoe Road and Frey Street (JFA).
- j. Construct bumpouts at the intersection of Segoe Road and Sawyer Terrace,, and Segoe and Kelab/Heathercrest, to be coordinated with City plans for the addition of Bike Lanes on Segoe Road, to shorten the pedestrian crossing distance on Segoe Road (JFA). Bumpouts to be on both sides of Segoe.
- k. Maintain existing pedestrian conditions, median refuge on crossings and pedestrian priority at the existing signal at the intersection of Segoe Road and Sawyer Terrace (City).
- l. To avoid too many traffic signals in a short distance, and provide safety and capacity benefits, construct modern roundabout at the intersection of Segoe Road and Sheboygan Ave with wide splitter islands to provide two-stage pedestrian crossings (City), to be completed by 2008 as a City project. Construction of the roundabout requires purchase of right-of-way in the HFSOB quadrant of the intersection. Said right of way shall be officially mapped as part of the SIP approval. JFA shall also execute a waiver for their reasonable and proportional share of the costs the roundabout right of way and reconstruction and provide a deposit for their estimated share of area wide intersection and traffic signal costs prior to GDP, SIP and CSM sign off. The deposits may be paid in construction phases. A neighborhood educational campaign is recommended to familiarize local residents with roundabout operations for all road users. Signalizing the intersection is an interim solution to roundabout construction.

- m. To avoid too many traffic signals in a short distance, and provide safety and capacity benefits, construct modern roundabout at the intersection of Segoe Road and Heather Crest with wide splitter islands to provide two-stage pedestrian crossings (City), as part of future project. JFA shall provide this ROW as part of the GDP and CSM. JFA shall also execute a waiver for their reasonable and proportional share of the costs the roundabout reconstruction and provide a deposit for their estimated share of area wide intersection and traffic signal costs prior to GDP, SIP and CSM sign off. The deposits may be paid in construction phases. A neighborhood educational campaign is recommended to familiarize local residents with roundabout operations for all road users. Signalizing the intersection is an interim solution to roundabout construction.
- n. Provide abundant bike racks distributed throughout the site (JFA). The final number, location, and design of the bike rack shall be reviewed and approved by the Traffic Engineer.
- o. Restrict trucks on Sawyer Terrace (JFA and City).
- p. Widen Sawyer Terrace from 32 feet (face of curb to face of curb) to 36 feet to better accommodate mixed traffic (JFA), and design as pedestrian oriented street, with parking on both sides for most of the street.
- q. Provide accessible ramp from Sawyer Terrace to Mall (JFA)
- r. Install marked bike lanes on Segoe Road (requires parking restriction) (City). First phase to include from Sheboygan to University Ave.
- s. Install marked bike lanes on Sheboygan Avenue (City), as part of future project.
- t. Convert Sawyer Terrace to a two-way, pedestrian oriented street including modification of the existing signal at the intersection of Segoe Road and Sawyer Terrace (JFA).
- u. "City Street" type improvements along Mall Road creating a more open and connected street system to encourage Phase II and III vehicle traffic to use Mall Road in addition to Sawyer Terrace and Frey Street (JFA), to be reviewed and approved by City Traffic Engineer.
- v. Add a northbound left-turn bay at the intersection of University Avenue and Segoe Road, which will provide a total of two, and modify signal equipment and settings (JFA).
- w. As part of a future reconstruction project of University Ave, add a westbound left-

turn bay on University Avenue at Segoe Road, which will provide a total of two, and modify signal equipment and settings (City).

- x. Construct a "partial" signal at the intersection of Segoe Road and Frey Street to minimize delay and queuing for southbound Segoe Road traffic (JFA). This shall require additional conduit and interconnection along Segoe, from approximately University Ave to Sheboygan Ave. JFA will have to enter into agreement with the City TE for 100% of the signal operation and maintenance costs of this intersection (similar to Heathercrest and Midvale).
- y. Reconstruct the median on University Ave to provide a left turn in at the Mall Road to provide adequate access to the site. This shall be coordinated with the Mall Road driveway redesign.
- z. Widen Frey Street at Segoe Rd for about 100 ft, from 32 feet (face of curb to face of curb) to about 40 ft feet to provide adequate access to the site.
- aa. Relocate sidewalk on University Ave to the property line. Among other things this will provide pedestrian buffer space and space for street trees and landscaping. Final review and approval by the City Traffic Engineer.
- bb. Explore and provide if feasible pedestrian walkway through the parking ramp from Mall Road to Whole Foods, escalator and other ped connections. Final review and approval by the City Traffic Engineer.
- cc. Submit a construction staging and traffic control plan prior to approval of the GDP and SIP. A condition of these plans is that the development construction cannot impact pedestrian and bicycle access and mobility.

GENERAL OR STANDARD REVIEW COMMENTS

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

2. The proposed layout of the sidewalks, terrace and streets appears reasonable, however, approval of this PUD (GDP-SIP) does not include the final approval of the changes to roadways, sidewalks or utilities. The applicant shall need to obtain separate approval by the Board of Public Works and Common Council for the restoration and/or reconstruction of the public right-of-way including any changes required by the City or requested by the developer. The University Av. & Segoe Rd improvements shall be reviewed and approved by the City Traffic Engineer and City Engineer. The applicant shall note on the site plan, " All work proposed in the right-of-way is not being approved as part of the PUD (GDP-SIP). All work in the right-of-way is approved separate by the Board of Public Works, City of Madison."

3. The Developer shall post a deposit or reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.
4. 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.
5. The Applicant shall provide 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.
6. The applicant shall submit for all the PUD (GDP) a signage and pavement marking plan to be approved by the City Traffic Engineering. All directional/regulatory signage and stop bars, line lanes, crosswalks, bike lane lines, etc. pavement markings on the site shall be shown and noted on the plan as approved by the City Traffic Engineer.
7. City of Madison radio systems are microwave directional line of sight to remote towers citywide. The building elevation will need to be review by Traffic Engineer to accommodate the microwave sight and building. The applicant shall submit grade and elevations plans if the building exceeds four stories prior to sign-off to be reviewed and approved by Keith Lippert, (266-4767) Traffic Engineering Shop, 1120 Sayle Street. The applicant shall return one signed approved building elevation copy to the City of Madison Traffic Engineering office with final plans for sign off.
8. The applicant shall submit for each street type approaches a detail 1" = 20' detail drawing of all the "Street Type Entrance" with plan sheets showing epoxy lane lines, cross walks, stop bars and pavement markings details to be approved by the City Traffic Engineer. In addition, a note shall be shown on the plan, " ALL PAVEMENT MARKING SHALL BE INSTALLED IN EPOXY AND MAINTIAN BY THE PROPERTY OWNER."
9. Because of the number of parking stalls proposed is over 1,000, the Applicant is advised of the Wisconsin Administrative Code NR 406 requirements as they pertain to parking lot size and air quality. The Applicant should contact the Wisconsin Department of Natural Resource, John Meier, Air Quality Analyst (267-0869). A letter from the DNR should be provided to City Traffic Engineering demonstrating that the Indirect Source Permit was issued or exempted.
10. The applicant shall modify the grocery store driveway approach on Frey St. according to the design criteria for a "Class III" driveway with sidewalk in accordance to Madison General Ordinance Section 10.08(4). The applicant shall modify the approach width to a max. 30 ft. with two five (5) ft flares and a sidewalk across the driveway approach.

11. he applicant shall modify the Residential and ramp driveway approach on Frey St. according to the design criteria for a "Class III" driveway with sidewalk in accordance to Madison General Ordinance Section 10.08(4). The applicant shall center the driveway approach on Sawyer Terrace. No sidewalk ramp shall end in a driveway approach with relocating the driveway westerly aligning with Sawyer Terrace the approach will be in accordance with M.G.O.
12. The applicant shall show the dimensions for all proposed and existing surface and ramp or underground parking stalls items A, B, C, D, E, and F, and for ninety-degree angle parking with nine (9) foot wide stalls and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2. (If two (2) feet of overhang are used for a vehicle, it shall be shown on the plan.) Stair cases, Elevators shafts, Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas. The applicant shall modify the existing back area parking spaces around Hilldale Mall along Sawyer Terr. or westerly property line that the westerly existing parking area to be in accordance to M.G.O. 9 ft wide parking spaces.
13. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage (example Stop, Pedestrian Crossing, etc. etc shall be shown) and pavement markings on the site shall be shown and noted on the plan as approved by the City Traffic Engineer. The applicant shall install and show "Stop" signs installed at a height of seven (7) feet at all driveway approaches behind the property line and noted on the plan.
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: Domenic Lanni
Fax: 847-215-5282
Email: dlanni@jfreed.com

DCD:DJM:dm

MEMORANDUM

To: Madison Plan Commission
Date: December 4, 2006
From: Hill Farms Neighborhood Association Planning
Committee and Board of Directors
Re: Hilldale Plans ---- Phase 2 and 3 Proposals

The Hill Farms Neighborhood Association has been following the Hilldale Redevelopment Plans very closely. As part of the Phase 2 and Phase 3 redevelopment proposals now before the Plan Commission, the neighborhood has hosted two public meetings, has formed a neighborhood Planning Committee, and has worked closely with the developers and City staff. This is a site that is a major concern to the neighborhood, adjoining neighborhoods, and the community.

We appreciate the revitalization efforts and energy the Freed Company developers have brought to redeveloping the Hilldale area. While there continue to be mixed views about the density of Phase 2 and Phase 3 developments, it is perceived to be superior to the suburban big box/surface parking plan that was before the Plan Commission last winter and spring.

The Hill Farms Neighborhood Association urges the Plan Commission to approve the Hilldale Phase 2 SIP Plans which are now before you, if you include the conditions listed below. We also urge approval of the amended GDP which is also before you, but we are not ready to endorse the density of development shown for Phase 3 nor the detailed plans for that phase, or the indicated residential uses along Segoe. The density shown for Phase 3 is recognized by us only as a placeholder for now. Phase 3 land use, density and detailed plans will be addressed by the neighborhood later when more specific plans are available at time of the Phase 3 SIP application.

In developing the conditions below, we have discussed these with Planning and Traffic Engineering staff, and appreciate their assistance in providing information as to the long-term traffic potential in this area, given the potential re-development of the WisDOT site on Sheboygan Ave. We understand that the State will be proposing a GDP for their site during 2007, so coordination of the potential traffic impacts and improvements is needed.

We ask that the following conditions be attached to approval of the Phase 2 SIP:

1. **Traffic.**

A. Intersection improvements for Segoe Rd./Frey St. and Segoe Rd./Sheboygan Ave. must be in place and operational by the time the Whole Foods store opens in Phase 2----approximately mid-2008 or so. This includes a roundabout at Segoe/Sheboygan as proposed. (A signalized intersection improvement at Segoe/Sheboygan would be an acceptable interim improvement, if the roundabout can not be achieved by mid-2008.) We accept roundabouts as a means of slowing traffic on Segoe and reducing serious accidents, but a public education program will be required to gain broader public acceptance.

B. Right-of-way must be secured for roundabouts at Segoe/Sheboygan and Segoe/Heather Crest as part of Phase 2, even if construction of roundabouts comes later. In particular, right-of-way needs to be secured at the NW corner of Segoe/Sheboygan on the WisDOT office building site, as this is critical to the eventual construction of the roundabout. If this right-of-way can not be readily secured from the State, the City should, at a minimum, Officially Map the land required at the NW corner. Financial security for the construction of the improvements and the acquisition cost for right-of-way must be obtained from the developer for its share of the cost, as part of the development agreement, whether in the form of letter of credit, bond or Waiver and Consent to Special Assessments.

C. Right-of-way at Segoe/Heather Crest should be obtained from the developer for the NE corner of the intersection, and a Waiver and Consent to Special Assessments should be obtained from the developer. We have reviewed traffic forecasts, including extensive redevelopment of the HFSOB site, and are satisfied that the Segoe intersections north of Vernon Blvd. can function acceptably, particularly when the roundabouts are developed.

D. Other planned Phase 2 traffic improvements must also be constructed prior to the completion of construction of the principal components of Phase 2, and provision for financial guarantees included in the development agreement, including: left turn at University and proposed Mall Road; Sawyer Terrace widening and reconstruction, to include two-way traffic; (with parking on both sides); and Segoe/Sawyer Terrace intersection bump-out and other improvements. Traffic calming measures should be considered, as needed, on Segoe south of Regent St, and Heather Crest east of Midvale Blvd.

2. **Park Land.** The proposed park land at the SW corner of Frey/Sawyer Terrace should be developed as park land by 2009. We understand this site will be used for construction staging during 2007 and 2008, but should become park land as soon as possible following completion of Phase 2a improvements.

3. **Pedestrian improvements.** The developer's plans show an array of pedestrian improvements. We support the improvements shown and would welcome an opportunity to review the detailed pedestrian plans as they are finalized. This is an area with an extensive senior citizen population, so pedestrian facilities are a concern.

4. **Bike Routes/facilities.** The developer's plans also show an array of bicycle routes and facilities. We support the improvements shown and would also welcome an opportunity to review detailed bike plans as they become more finalized. We want to maximize facilities for bikes and pedestrians to the fullest extent possible as part of this project.

We've appreciated the cooperation and assistance of the Developers and the City Staff in our review of the proposed Phase 2 and Phase 3 development plans.

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: December 4, 2006

To: Plan Commission

From: Kathy Voeck, Assistant Zoning Administrator

Subject: 702 N Midvale Blvd., Demo, Rezoning and IZ, Phase II

Present Zoning District: PUD(SIP)

Proposed Use: Demolish office complex & build 65,000 sq. ft. grocery store, 80,000 sq. ft. additional retail space, 238 condo units & 1,100 structured parking spaces with a future phase consisting of 220 residential units & one hotel.

Requested Zoning District: Amended PUD(GDP-SIP)

Conditional Use: 28.04(22) Demolition of principal buildings requires Plan Commission approval.

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 final signoff of the rezoning.
2. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide required accessible stalls striped per State requirements. A minimum of 2-5 of the stalls shall be a van accessible stalls 8' wide with an 8' striped out area adjacent.
 - b. Show signage at the head of the stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
 - c. Show the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance or elevator as possible. Show ramps, curbs, or wheel stops where required.
3. Meet with Zoning and Planning regarding the zoning text. Receive approval from zoning and planning of the zoning text prior to submitting final plans.

702 N Midvale Blvd.

4. Provide 3 (10' x 50') loading areas with 14' vertical clearance for the 65,000 sq. ft. grocery store, 1 (10' x 35') loading area for the health club, 1 (10' x 35') loading area for the restaurant, 2 (10' x 35') loading areas for the retail and 1 loading area for each 100,000 sq. ft. and portion in excess of 100,000 sq. ft. residential units to be shown on the plan. The loading area shall be exclusive of drive aisle and maneuvering space.
5. Provide bike parking stalls in the amount of 142 for the residential portions of this phase of the site and 1 per each 10 cars for the commercial/retail portions of the site 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.
6. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.
7. Lighting is required for the residential parking areas. 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).
8. Lighting is not required. However, if it is provided for the commercial/retail portion of the parking, it must comply with City of Madison outdoor lighting standards. (See parking lot packet). Lighting will be limited to .10 watts per square foot.

702 N Midvale Blvd.

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	285,000 sq. ft.	as shown
Lot width	50'	adequate
Usable open space	64,640 sq. ft.	as shown
Front yard	20'	4' 8" *
Side yards	11' each side	6' 7" *
Rear yard	20' (through lot)	1' 8" *
Floor area ratio	n/a	as shown
Building height	---	9 and 12 stories

Site Design	Required	Proposed
Number parking stalls	207 residential 216 grocery store (65,000 sf) 63 retail (19,000 s.f.) ? (10% cap. of 40,000 gym) <u>? (30% cap. of 5,500 rest.)</u> 488 +	826
Accessible stalls	Per State Code	(2)
Loading	3 (10' x 50') grocery store 1 (10' x 35') health club 1 (10' x 35') restaurant 2 (10' x 35') retail/com. 1 (10' x 35') for each 100,000 sq. ft of residential building or portion thereof.	(4)
Number bike parking stalls	142 stalls for residential uses 1 stall per 10 car stalls of retail/com.	(5)
Landscaping	Yes	(6)
Lighting	Yes (residential)	(7)

Other Critical Zoning Items	
Urban Design	Yes
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	None shown
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.

* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the **R-5** district, because of the surrounding land uses.

To The Madison Plan Commission

We are responding to the plans to be presented to The Plan Commission by the Hilldale Land company on Dec. 4,2006.

We have several concerns and suggestions about this development. Among these are:

- (1) The obvious intent is to increase the use of cars to access the planned residential and commercial areas of the development by building a 1100 stall parking structure. This will result in safety issues, more noise, air and sight pollution, and night light to the area which is unwanted by many people. Encourage people to use our great bus system.
- (2) Increased density by building more residential units has it's own set of issues such as noise, more traffic and air and light pollution. Why not lessen the density of residential units by substituting one of the proposed residential towers with the proposed hotel and building the hotel where the tower is planned.
- (3) Set a time limit for completion of the area already designated as a park area. Put a time limit on it's use as a staging area.
- (4) Put reasonable limits on times of days and days of the week for construction activity and Whole foods deliveries.

We hope the result of your decisions will not be to encourage more people to use more cars which will increase more pollution and decrease more of our natural resources.

Thank you for your consideration.

Grace Frudden
Bruce Frudden
Grace and Bruce Frudden
625 N. Segoe Rd. # 812
Madison, Wi 53705

