

**PLANNING UNIT REPORT
DEPARTMENT OF PLANNING AND DEVELOPMENT
of July 18, 2006**

RE: ID# 04003: Zoning Map Amendment L.Ds. 3200 & 3201, rezoning 9201 Midtown Road from R5 to PUD-GDP-SIP.

1. Requested Actions: Approval of a request to rezone 6.4 acres located at 9201 Midtown Road from R5 (General Residence District) to Planned Unit Development, General Development Plan/ Specific Implementation Plan (PUD-GDP-SIP) to allow construction of 156 apartment units and a clubhouse in four buildings and five four-unit townhouse buildings.
2. Applicable Regulations: Section 28.12 (9) provides the process for zoning map amendments; Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments.
3. Report Drafted By: Timothy M. Parks, Planner

GENERAL INFORMATION

1. Applicant & Property owner: Tim McKenzie; 7704 Terrace Avenue; Middleton.

Agent: J. Randy Bruce, Knothe & Bruce Architects, LLC; 7601 University Avenue, Suite 201; Middleton.
2. Development Schedule: The applicant wishes to begin construction as soon as all regulatory approvals have been granted, with completion scheduled for 2009.
3. Parcel Location: Approximately 6.4 acres located on the south side of Midtown Road opposite Hawks Landing Circle, in Aldermanic District 1; Verona Area School District.
4. Existing Conditions: Undeveloped land, zoned R5 (General Residence District).
5. Proposed Land Use: 156 apartment units and a clubhouse in four buildings and five four-unit townhouse buildings, zoned PUD-GDP-SIP.
6. Surrounding Land Use and Zoning:
North: Single-family residences and multi-unit condominiums in the Hawks Landing Golf Club subdivision, zoned R1 (Single-Family Residence District) and PUD-SIP;
South: Single-family lots in the Hawks Ridge Estates subdivision, zoned R1; University Ridge Golf Course, zoned A (Agriculture);
West: Single-family residence on large tract, zoned Temp. A; future Hawks Meadow single-family subdivision, zoned R1 and R2T (Single-Family Residence District);

East: Undeveloped agricultural lands, zoned Temp. A and University Ridge Golf Course.

7. Adopted Land Use Plan: The Midtown Neighborhood Development Plan recommends the site for “medium-density residential” uses.
8. Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.
9. Public Utilities & Services: The property will be served by a full range of urban services.

STANDARDS FOR REVIEW

This application is subject to the standards for zoning map amendments, and the standards for planned unit development districts.

PREVIOUS APPROVALS

On October 18, 2005, the Common Council approved a request to rezone 24.5 acres generally located at 9201 Midtown Road from Temp. A to R1 and R5 with approval of a demolition permit to allow demolition of a farmhouse, and the preliminary plat of “Hawks Ridge Estates,” creating 33 single-family lots, two lots for future multi-family development and one outlot for public stormwater detention. The Common Council approved the final plat of “Hawks Ridge Estates” on March 21, 2006.

ANALYSIS AND EVALUATION

The applicant is requesting approval of a zoning map amendment to rezone a 6.4-acre parcel from R5 (General Residence District) to PUD-GDP-SIP to allow development of 156 apartment units and a clubhouse with pool in four buildings to be located on the northern 4.74 acres of the site and five four-unit townhouse buildings to be located on the southern 1.66 acres. The property was zoned R5 and platted as Lot 2 of Hawks Ridge Estates subdivision at the time the subdivision was approved in 2005 and is currently undeveloped. The subject site is located on the south side of Midtown Road opposite Hawks Landing Circle. The Hawks Ridge Estates subdivision also includes 33 single-family lots as well as a second multi-family lot east across future Hawks Ridge Drive. Approval of development on the second multi-family lot will be subject to separate future review and approval by the Plan Commission.

Background

The subject site was annexed as part of the annexation of 60.5 acres from the Town of Verona in 2004. At the time of the annexation, an amendment to the Midtown Neighborhood Development Plan was prepared to provide guidance for the development of all lands located south of Midtown Road and east of Woods Road that were not part of the nearby University Ridge Golf Course. The majority of the lands included in the plan amendment area were recommended for “low-density residential” land uses up to eight units per acre as reflected in the single-family lots platted south of the site in the Hawks Ridge Estates subdivision, as well as the 33 single-family

lots platted further west adjacent to Woods Road in the Hawks Meadow subdivision. "Medium-density residential" land uses averaging 15 units per acre and above were recommended for 11 acres of land located on both sides of the southerly extension of Hawks Landing Circle across Midtown Road opposite similarly dense development in Hawks Landing, with most of this particular use located on this site. Stormwater detention areas to serve development of the annexed lands were proposed in the southeastern corner of the planning area adjacent to the golf course and in the northwestern corner of the planning area at the southeast corner of Midtown Road and Woods Road. Access to the new development areas would primarily be provided by two east-west streets extending east from Woods Road, with the southerly extension of Hawks Landing Circle the only access to Midtown Road envisioned. A landscaped buffer was recommended along the southern frontage of Midtown Road.

At the time the subject site was platted and zoned, the Planning Unit generally consented to R5 zoning for the two multi-family lots in order to provide the developer with greater development flexibility in the design and placement of buildings but requested that densities of the multi-family lots not exceed the midpoint of R4 zoning. However, the Plan Commission determined that it would be appropriate for the two lots to be developed up to the maximum densities in R4 and required that a note be placed on the final plat that restricted the total density of multi-family development on Lots 1 and 2 to the maximum density permitted in R4 zoning. The maximum density in R4 is 21.78 units per acre based on a flat 2,000 square feet of lot area per unit (densities in R4 decrease as the number of bedrooms in a unit increase). R5 zoning can be considerably denser than R4, permitting between 27 and 62 units per acre depending on the number of bedrooms per unit. Bulk requirements in R5 zoning are slightly less restrictive than those in R4, with an additional building story permitted (three) and front and rear yards (20 and 30 feet, respectively) both five feet less than in R4 (two stories and 25 and 35-foot yards).

Staff felt development of the two multi-family parcels in this subdivision should reflect the existing multi-family development pattern present in the Hawks Landing subdivision to the north, which contains two multi-family components with a density of less than nine units per acre. Staff also felt that the density restriction would result in an intensity of development consistent with the recommendations in the Midtown NDP while mirroring the intensity of the other multi-family developments nearby.

Plan Review

The multi-family proposal for Lot 2 calls for the construction of 156 rental apartment units and 20 owner-occupied townhouse units to be built on the 6.4-acre subject site. The site is bounded by Midtown Road on the north, Hawks Ridge Drive on the east, Dregers Way on the south and by an undeveloped parcel zoned Temp. A to the west.

The 156-unit apartment project includes four buildings to be located on the northerly 4.74-acres of the site. The largest of the four buildings will be a three-story, 74-unit L-shaped building that will partially abut Midtown Road. The 74-unit building will be comprised of two wings of 39 and 32 units, with an additional three units to be located in a four-story central clubhouse feature. The clubhouse will include exercise facilities, leasing office, communal space on the lower three floors and a fourth-floor outdoor pool and sundeck. The 74-unit building forms the eastern and

northern limits of a central courtyard amenity that three of the four proposed buildings will overlook. A three-story, 28-unit building will be located at the center of the overall 6.4-acre site and will form the southern edge of the courtyard, while a second three-story, 28-unit building will be located across a parking aisle from the courtyard adjacent to a stormwater detention area on the western edge of the site. The remaining 26 apartment units will be located in a building facing Hawks Ridge Drive on the eastern edge of the site, which will be setback a minimum of 20 feet from the street line. A 30-foot setback from Midtown Road is proposed from the north wall of the 39-unit wing of the 74-unit/clubhouse building. The 20 two-story condominium units will be located on the southern 1.66 acres of the site fronting Dregers Way, with a minimum 20-foot setback proposed from adjacent streets.

Parking for the apartments will be provided in 249 stalls for a ration of approximately 1.6 stalls per unit, while individual rear-loaded two-car garages are proposed for each townhouse unit. Of the 249 apartment stalls, 150 will be located in basement parking levels located below all four of the apartment buildings. The remaining 99 spaces serving the overall development will be provided as surface stalls located across the project. Access to the project will be provided by two driveways from Hawks Ridge Drive and one driveway from Dregers Way.

The four apartment buildings will be constructed using a variety of CMU, brick and horizontal siding and will include hip roofs accentuated with smaller gable roofs located above balconies. In general, all units in the apartment project will be provided either a porch or balcony as detailed on the attached floorplans. A combination of brick veneer and horizontal siding will comprise the exterior of the townhouses, which will also primarily feature hip roofs.

Inclusionary Zoning

The applicant has submitted an Inclusionary Dwelling Unit Plan (IDUP) indicating his intent to comply with the inclusionary zoning provisions of the Zoning Ordinance for the 20 owner-occupied townhouses. The IDUP indicates that three of the 20 units or 15% will be constructed to meet the affordability criteria, with all of those units to be provided to families earning 80 percent of the area median income (AMI). All of the units in the townhouse component will contain two bedrooms and a minimum of 1,400 square feet of floor area. A dispersion plan submitted with the application shows that one unit in three of the five townhouse buildings will be designated as an affordable unit, including one of the end units. Staff believes the dispersion of these units to be adequate.

The applicant is requesting reductions in park dedication and development fees as incentives or revenue offsets for the townhouse component. A report from the Community Development Block Grant Office regarding this project's compliance with the affordable housing program is attached, as is a report from the Parks Division about this project's eligibility for the requested fee reduction. Because no qualifying public park spaces will be provided within the subdivision that can be improved to take advantage of the park development fee reduction, this incentive cannot be granted.

The applicant has requested a waiver from providing inclusionary dwelling units in the 156-unit apartment project. The Community Development Block Grant Office is considering this waiver request and will furnish the Plan Commission with its findings at the Commission meeting.

Conformance with Adopted City Plans

The planned unit development proposes an overall density of 27.5 units per acre for the 176-unit project. Independently, the apartment project represents a net density of 32.9 units per acre on the 4.74 acres the 156 apartment units will be developed on, while a density of 12.1 units per acre is proposed for the 20-unit townhouse component. As noted above, the site is recommended in the Midtown Neighborhood Development Plan for medium-density residential uses. The plan does not include a specific density range for medium-density residential uses but includes a reference to condominiums being developed at a range of 10-12 units per acre, though this reference appears more germane to the Hawks Landing development north of Midtown Road. A density range specific to this portion of the neighborhood plan was not included with the plan amendment that coincided with the annexation of the site in 2004. In other neighborhood development plans a density range of 16-25 unit per acres has been applied for medium-density residential designations. If that range were applied in the Midtown neighborhood, it would appear the net density of the overall project exceeds the maximum density. The Comprehensive Plan recommends this site for low-density residential uses up to 15 units per acre, though the area across Hawks Ridge Drive is recommended for medium-density residential uses, with a density range of 16-40 units per acre.

In addition, staff consented to the R5 zoning designation for the multi-family lots in Hawks Ridge Estates to provide greater design flexibility for the project while restricting the density of the project to maximum R4 densities of 21.78 units per acre. As noted above, the density of this project exceeds the density ceiling that was approved for this lot. However, the applicant has requested that the R4 density restrictions individually required for Lots 1 and 2 instead be applied to the combined area of the two multi-family lots, or 8.63 total multi-family acres. Such an approach would allow the applicant to transfer some of the density permitted on the smaller Lot 1 to the larger Lot 2, versus restricting the individual development of both lots to the 21.78 units per acre.

The maximum number of units that could be developed on the 6.4-acre site would be 139 using 21.78 units per acre, while approximately 48 units could be developed on the 2.23-acre Lot 1 across Hawks Ridge Drive. If some of the density available to Lot 1 is transferred to subject Lot 2 at the 21.78 units per acre as proposed by the applicant, only 11 units may be developed on Lot 1 in order for the overall multi-family parcels to comply with the restrictions placed on those lots at the time of subdivision ($139 + 48 = 187$ units allowed – 176 proposed = 11). The applicant has indicated verbally his willingness to accept this lesser density on Lot 1 and has suggested that a small number of two-family residences would be developed on that lot. Should the Commission recommend approval of this project, the Planning Unit requests that a deed restriction limiting Lot 1 to the remaining units be recorded and a note be placed on the as of yet unrecorded plat to ensure that the density limitations placed on Lots 1 and 2 at the time of rezoning be implemented.

CONCLUSION

The applicant is proposing 176 multi-family residential units to be developed on the 6.4-acre Lot 2 of the Hawks Ridge Estates subdivision, which was restricted to 21.78 units per acre at the time of approval of the subdivision. The density of the project exceeds the densities allowed by this restriction as well as the Midtown Neighborhood Development Plan. However, the applicant is requesting to transfer most of the available density from a second multi-family lot just east of the subject site to this lot to allow higher density on this lot while maintaining the overall density of 21.78 units per acre approved for both lots. Although this approach is somewhat unusual, the Planning Unit believes that it generally respects the medium-density residential recommendation of the neighborhood development plan. The ability to shift some of the density from the smaller multi-family lot to the larger subject lot could have the indirect benefit of providing a broader spectrum of housing options in the Hawks Ridge Estates subdivision and larger neighborhood, which would include a variety of single-family lot sizes, four-unit townhouses, rental apartments and potentially two-family homes pending approval of the development scheme for Lot 1 on a future application.

The proposed apartment development appears to be well designed overall, with a central courtyard that provides significant greenspace for residents. The clubhouse amenity with rooftop pool (which causes the project to exceed the three-story height limitation in R5 zoning and causes the need for planned unit development zoning) also represents a significant amenity that should aid in the long-term viability of this project.

The Planning Unit generally feels that the design of the four-unit townhouses is also appropriate, though staff would recommend that the southern façades of the five buildings be varied slightly to provide a more varied street façade opposite the single-family homes to be built on the south side of Dregers Way. Staff believes this may be achieved using a variety of roof designs, building material colors and window and door locations.

Lastly, the Hawks Ridge Estates subdivision was approved with a requirement that a 30-foot wide landscaped buffer strip be provided along Midtown Road for both multi-family lots. The landscaping plan submitted with the specific implementation plan appears sufficient for the interior of the apartment development and for the perimeter of the townhouses. The plantings proposed along Midtown Road, however, should be significantly increased to provide a more substantial line screening. Staff recommends that the number of materials to be planted should be doubled, and that the line of materials be extended to more fully screen the surface parking lots closest to Midtown Road. Staff also recommends that the planting plan be enhanced to provide additional under-story canopy trees in the southern, front and street side yards of the townhouse project.

The Urban Design Commission reviewed this project on June 7, 2006 and recommended initial approval (see attached report).

RECOMMENDATIONS

Should the Plan Commission find that the proposed transfer of density of Lot 1 to subject Lot 2,

Hawks Ridge Estates be appropriate, the Planning Unit recommends that the Plan Commission forward Zoning Map Amendment I.D. 3200 and 3201, rezoning 9201 Midtown Road from R5 (General Residence District) to PUD-GDP-SIP to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the landscaping plan be revised per Planning Unit approval as follows:
 - a.) the number of deciduous and coniferous trees to be planted in the 30-foot buffer strip along Midtown Road be approximately doubled, with the line of materials to extend to screen all surface parking areas adjacent to Midtown Road;
 - b.) that additional under-story canopy trees be added to the townhouse component, including additional trees in the side yard adjacent to Hawks Ridge Drive and in the 20-foot front yard along Dregers Way.
3. That the front, southern facades of the five townhouse buildings be individually varied using any combination of varied roof designs, building material colors and window and door styles or locations per Planning Unit approval to provide a more diverse street wall along Dregers Way.
4. That the applicant execute a deed restriction and place a note on the final plat of Hawks Ridge Estates per Planning Unit approval prior to recording of the subject planned unit development that restricts the number of dwelling units to be developed on Lot 1 to the number of units remaining following the transfer of density to Lot 2.

AGENDA # 6

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: June 7, 2006
TITLE: 9201 Mid-Town Road – PUD(GDP-SIP), Residential Project. 1 st Ald. Dist. (03833)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: June 7, 2006	ID NUMBER:

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

SUMMARY:

At its meeting of June 7, 2006, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(GDP-SIP) for a residential project located at 9201 Mid-Town Road. Appearing on behalf of the project were Randy Bruce and Donald Schroeder of Knothe & Bruce Architects. Staff noted to the Commission that this property lies to the south of Mid-Town Road's intersection with Hawk's Ridge Drive and was recently annexed to the City along with other properties to the east, where the Mid-Town Neighborhood Development Plan was amended to provide for this property as well as adjoining properties' development for residential purposes. The project provides for the development of a 156-units of multi-family residential on the northerly 2/3 of the lot adjacent to its Mid-Town Road frontage consisting of two 28-unit buildings, one 26-unit building and a 74-unit building. All buildings are three-stories in height and feature lower level underground parking, with the 74-unit building configured in an "L-shape." The central component of the "L-shaped" building features 3-units including a clubhouse with a rooftop pool. The southerly 1/3 of the site will consist of five 4-unit condominium structures featuring rear access to the lower level attached garages, with the front of the buildings oriented toward Dregers Way. The 4-unit structures are two-stories in height. Internal private drive access is provided between the multi-family development and the 4-unit development across the project site featuring a reduction in drive aisle width where possible. The architecture of both the multi-family buildings and 4-unit buildings is complementary, featuring the use of asphalt shingles, horizontal siding and brick veneer. Following the presentation of the plans, the Commission noted the following:

- Reexamine the landscape plan treatment around the detention pond and pathway.
- The landscape plan is difficult to read and illegible; needs a planting schedule and landscape worksheet to be provided with further review.
- The landscaping, the bioretention area treatment and grading plans need to be coordinated and consistent in detailing.

ACTION:

On a motion by March, seconded by Geer, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (7-0-1) with Wagner abstaining. The motion required address of the above and as follows:

- Provide more detailed information on the landscape plan, including a worksheet and planting schedule, along with coordination and consistency with the grading and stormwater features.
- The elevations for the garage side of the 4-unit buildings south of Building No. 3 need a landscape buffer.
- Encourage horizontal siding to be fiber cement, not vinyl or aluminum.

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

URBAN DESIGN COMMISSION PROJECT RATING FOR: 9201 Mid-Town Road

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

General Comments:

- Tower with swimming pool a great idea.
- Sizable courtyard is a major plus. Parking is relatively restrained given the suburban location. Bike parking is ample.
- Submit a more legible landscape plan with a worksheet. Coordinate landscape with proposed stormwater devices.
- Well thought out master plan.



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

July 18, 2006

TO: Plan Commission

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

SUBJECT: 9201 Mid Town Road – Rezoning – PUD (GDP) to PUD (SIP) – 156
Apartment Units With Club House & 20 Condo Units

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

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

1. The proposed northerly driveway on Hawk's Ridge Drive is problematic to traffic conditions, and cannot be approved. (If this is the only option for fire access at this location to service the building the City may consider a fire only driveway where the applicant installs a mountable curb in place of driveway approach, concrete pad in the terrace, and pavers or concrete walkway between the sidewalk and parking lot. In addition, the applicant will need to note on the plan "Fire Access.")
2. The applicant is proposing a four (4) ft walkway or six (6) ft walkway with two (2) ft of vehicle overhang making the walkway four (4) ft. through the site. The applicant shall increase the walkways to five (5) ft to six (6) ft clear walkway to accommodate both pedestrian and bikes through the site.

GENERAL OR STANDARD REVIEW COMMENTS

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

3. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
4. 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.

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

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

Contact Person: J. Randy Bruce
Fax: 608-836-6934
Email: rbruce@knothebruce.com

DCD: DJM: dm

JM



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: June 15, 2006
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 9201 Mid Town Road Rezoning

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. Show approved street names. Site plan shows a street named differently on various pages (Dregers Way & Silverstone Lane). Silverstone Lane is the street name shown on the conditionally approved plat of Hawks Ridge Estates.
2. The proposed development shows drainage from both the Condos and apartments to the bioretention and pond system. The system shown is not the same as the system being reviewed by the City of Madison. Further, the system being reviewed has not yet been approved by the City. Plans will be revised to show the approved plans currently being reviewed by the City Engineering - this shall be done after final approval of the plans is granted.
3. The proposal shows that two lots (condo and apartment) share a common drainage system - an agreement indicating the rights and responsibilities of the parties draining to that system shall be completed and recorded against both parcels. Further, as both lots drain to a public drainage system which is in an easement where routine maintenance is to be performed by the owner of the land not by the City - the agreement shall dictate how maintenance for the treatment area is to be carried out and how the costs are to be paid.
4. A formal easement shall be recorded over the stormwater management areas. The applicant shall draft the legal description of the area and provide an exhibit of the area. This exhibit shall be suitable for recording against both lots. The language for the easement shall be provided by the City and the easement shall be recorded by the City at the Developers expense.
5. Coordinate private sewer design with the public sanitary sewer design for Hawks Ridge Plat.
6. Public sewer may not be available in a timely manner. Applicant shall adjust his/her schedule accordingly.
7. If multiple ownerships share any sewer, an ownership and maintenance agreement shall be required.
8. Proposed private sewer may require Department of Commerce approval and Water Quality Certification.
9. Hawks Ridge Estates plat and the proposed two-lot Certified Survey Map must be recorded prior to building permits issued.

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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: 9201 Mid Town Road Rezoning

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 Midtown Road.
- 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. M
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.

- 3.5 The Applicant shall grade the property line along _____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to _____ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) _____
- 3.9 The Applicant shall make improvements to _____. The improvements shall consist of _____
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

Storm Water Management

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.5 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.

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- 4.7 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.8 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.9 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
 - Detain the 2 & 10-year storm events.
 - Detain the 2, 10, & 100-year storm events.
 - Control 40% TSS (20 micron particle).
 - Control 80% TSS (5 micron particle).
 - Provide infiltration in accordance with NR-151.
 - Provide substantial thermal control.
 - Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.12 The Applicant shall submit, prior to plan sign-off, 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.)
- e) Right-of-Way lines (public and private)
- f) Lot lines
- g) Lot numbers
- h) Lot/Plat dimensions
- i) Street names

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

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

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

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

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

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

PDF submittals shall contain the following information:

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

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- 4.15 The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:

- a) SLAMM DAT files.
- b) RECARGA files.
- c) TR-55/HYDROCAD/Etc...
- d) Sediment loading calculations

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

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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