

PLANNING UNIT REPORT  
DEPARTMENT OF PLANNING AND DEVELOPMENT  
February 11, 2005

**ZONING MAP AMENDMENT, I.D. 37294 LOCATED AT 302 EAST HILL PARKWAY:**

1. Requested Action: Approval to rezone property from PUD(GDP) Planned Unit Development-General Development Plan District to PUD(SIP) Planned Unit Development-Specific Implementation Plan District to allow for the construction of 48 apartment units located at 302 East Hill Parkway.
2. Applicable Regulations: Section 28.12(10) provides the process for zoning map amendments. Section 28.07(6) provides the framework and guidelines for Planned Unit Development Districts. The provisions of Section 28.04(25) regarding the provision of inclusionary dwelling units do not apply to this previously approved General Development Plan.
3. Report Drafted By: Peter Olson, Planner II.

**GENERAL INFORMATION:**

1. Applicant: David Roark, Village Homes, LLC, 2985 Triverton Pike Drive, Fitchburg, WI 53711; and J. Randy Bruce, Knothe & Bruce Architects, LLC, 7601 University Avenue, Suite 201, Middleton, WI 53562.
2. Status of Applicant: Property owner and architect.
3. Development Schedule: The applicant anticipates commencing construction in the fall of 2005. The applicant wishes to have the first building completed for occupancy by spring 2006. The remaining three buildings will be constructed as soon as occupancy warrants.
4. Parcel Location: Northwest corner of the intersection of East Hill Parkway with Stockbridge Drive approximately four blocks east and south of the intersection of Sprecher Road and Milwaukee Street in the Reston Heights development, Aldermanic District 3, Madison Metropolitan School District.
5. Parcel Size: 131,533 square feet (3.02 acres).
6. Existing Zoning: PUD(GDP) Planned Unit Development-General Development Plan. The approved General Development Plan for Reston Heights designates the subject property for multi-family development at a net density of 16.7 dwelling units per acre. This density would authorize a maximum of approximately 50 dwelling units on this 3.02 acre site.
7. Existing Land Use: Vacant lot.

8. Proposed Use: Four multi-family buildings containing a total of 48 dwelling units.
9. Surrounding Land Use and Zoning (See map): This property is located in the center of the Reston Heights development. This neighborhood contains a variety of single-family, two-family and multi-family land uses, a network of parks and open spaces and a church, zoned PUD(GDP) and PUD(SIP).
10. Adopted Land Use Plan: The amended Sprecher Neighborhood Development Plan recommends multi-family residential development at medium density (approximately 12-25 dwelling units per acre) for this property.
11. Environmental Corridor Status: This property is not located within a mapped environmental corridor. The north line of the subject property does abut an outlot dedicated to the public for greenway, stormwater management and sanitary sewer purposes.

#### **PUBLIC UTILITIES AND SERVICES:**

A full range of urban services are being extended to this neighborhood upon development.

#### **STANDARDS FOR REVIEW:**

This application is subject to the Planned Unit Development District standards. The underlying General Development Plan and subdivision were approved prior to February 15, 2004. The inclusionary zoning requirements do not apply to this application.

#### **ANALYSIS, EVALUATION AND CONCLUSION:**

##### **Existing Site Characteristics**

The proposed development site consists of 131,533 square feet (3.02 acres). This lot was created in the fall of 1999 as part of a development proposal that established the Reston Heights Plat and the underlying Planned Unit Development/General Development Plan to guide the physical development of this property. The subject lot slopes downward from a high point at the East Hill Parkway-Stockbridge Drive intersection northerly approximately 6-feet to the north property line, which is adjacent to a public greenway and drainage corridor. This lot is bounded on the south and east sides by public street rights-of-way, eight single-family residential lots on the west, and the drainage greenway on the north.

##### **Development Proposal**

The applicant requests approval of a rezoning from Planned Unit Development-General Development Plan District to Planned Unit Development-Specific Implementation Plan District for the property located at 302 East Hill Parkway to allow for the construction of four 2-story apartment buildings containing a total of 48 dwelling units all with underground parking on this

3.02 acre development site. The Sprecher Neighborhood Development Plan recommends this area for medium density residential uses. The Reston Heights General Development Plan has designated the central portion of this neighborhood as a multi-family residential district (see attached General Development Plan map and documentation). Please note that at the time of the approval of the preliminary plat and General Development Plan, the subject property was designated Lot P-192. Upon recording the final plat, this lot became designated Lot 198. This is, in fact, the same lot.

The Reston Heights General Development Plan recommends that the multi-family residential district be developed at a maximum net density of 16.7 dwelling units per acre and contain a total of 384 dwelling units. The 48 units contained within the proposed development will yield a net density of 15.9 dwelling units per acre on this 3.02 acre development site. At the maximum allowed density of 16.7 dwelling units per acre, the subject property could have supported 50 dwelling units. The proposed development is consistent with and within the maximum parameters defined by the Reston Heights General Development Plan. The proposed development is the first multi-family development within this designated multi-family district within the Reston Heights General Development Plan. Staff expects that other development proposals on these lots will also comply with the parameters defined by the underlying GDP.

### **Site Plan**

The four proposed buildings will be placed along the East Hill Parkway right-of-way. Each building will be provided with a front yard setback of approximately 20-25 feet. Front porches on the proposed buildings will protrude approximately 5-feet into this setback area as allowed by the criteria put forth in the underlying General Development Plan. Side yard setbacks require a minimum of 6-feet to the northerly property line and 15-feet to the Stockbridge Drive right-of-way. These minimums have been met by the proposed development. The minimum 30-foot rear yard setback will also be provided. All other zoning requirements as specified within the General Development Plan will be met by this SIP proposal (see attached report from the Zoning Administrator).

Exterior site amenities include walkways directly connecting the building entrances to the public sidewalk within the public street right-of-way and provide a network of walkways between each building and the common driveways and off-street parking areas. The proposed landscape plan features a sufficient quantity of landscape materials throughout this site, along the public street right-of-way and the drainage greenway to the north, and especially along the westerly lot line, which abuts the single-family home sites. This westerly lot line will be provided with a mixture of a 3 to 5 foot high earth berm, wood board fencing, deciduous canopy shade trees and a fairly dense row of evergreen trees and shrubs. The landscape plan also indicates a thorough mixture of foundation plantings surrounding each building. This development proposal also meets the architectural and landscape standards and guidelines as put forth in the Reston Heights General Development Plan (see attached documentation).

### **Building Plans**

The four proposed structures will each be 2-stories in height with gable roofs. Exterior siding will be primarily horizontal vinyl siding in a style consistent with the building architecture and upper gable ends will feature a vinyl shake shingle detail. Cultured stone veneer will be provided

as accent portions on the first floor and as a base below the first floor level (see attached building elevations). Each dwelling unit will be provided with a separate entry porch which will also provide a small amount of private open space.

The proposed 48-units will be arranged in two 13-unit buildings, and two 11-unit buildings. Each dwelling unit will have two bedrooms in four differing floor plans. All dwelling units will be of the 2-story townhouse style with separate unit entrances in an apartment-style building. These 48-units will yield an overall density of 15.9 dwelling units per acre, which is less than the maximum authorized density of 16.7 dwelling units per acre within the Reston Heights Multi-Family District.

### **Off-Street Parking**

All four proposed buildings will be provided with underground parking stalls. The two 13-unit buildings will provide 26 parking stalls each, and the two 11-unit buildings 22 underground parking stalls each. Each dwelling unit will, therefore, be provided with two parking stalls for tenant use. Thirteen additional surface parking stalls will be provided for short-term tenant loading and unloading and visitor use. The overall parking ratio will be 2.27 parking stalls per dwelling unit. In addition, each dwelling unit will be provided with a private bicycle parking area within the underground parking garage (see attached basement plans). Bicycle racks accommodating 18 additional bicycles will also be provided throughout this site. Although the applicant's letter of intent indicates that one bicycle stall will be provided for each dwelling unit in the underground parking garages, the private bicycle storage areas appear to easily accommodate a minimum of two bicycles each. This would provide an overall bicycle parking ratio of 2.4 bicycle stalls per dwelling unit.

### **Sprecher Neighborhood Development Plan**

The proposed development on this lot is consistent with the density recommendations contained within the adopted Sprecher Neighborhood Development Plan (as amended), which designates the Reston Heights Multi-Family District for medium density residential uses with average densities ranging from approximately 12-25 dwelling units per acre. This development proposal also generally complies with the R5 General Residence District regulations, which are used for comparative purposes due to the density recommendations specified within the adopted neighborhood development plan.

### **Urban Design Commission Approval**

The Urban Design Commission, at their January 5, 2005 meeting granted initial approval for this development proposal (see attached report). Commission rankings generally ranged from good to excellent.

### **Reston Heights Neighborhood Association Meetings**

The applicant has met with interested residents of the Reston Heights Neighborhood Association on two occasions. As a result of these meetings, the applicant has modified the proposed site and landscaping plans to accommodate input received by concerned residents. These changes include adding two additional driveway approaches from the East Hill Parkway right-of-way rather than

a single driveway accessed from Stockbridge Drive. This will help dissipate vehicular traffic from the proposed development to multiple streets within this neighborhood rather than funneling all vehicular traffic directly to Stockbridge Drive and the nearby intersections. The applicant has agreed to keep all four structures as close to the East Hill Parkway front yard setback minimum requirements as possible, allowing the maximum rear yard setbacks for each building. The applicant has also agreed to install an earthen berm along the westerly property line adjacent to the existing single-family lots and will provide a significant landscape border in conjunction with this berm. In those areas where the vehicular driveway must be near the westerly property line, a wood board screening fence will be provided in lieu of the berm. Planning Unit staff feel that these modifications, in addition to addressing other concerns as voiced by neighborhood residents, should provide a multi-family development which fits in better with the existing single-family homes already constructed within the Reston Heights Neighborhood.

Some neighborhood residents questioned whether this and other nearby lots should be allowed to be developed for multi-family residential uses. The Sprecher Neighborhood Development Plan, which was produced and approved in 1997 and the Reston Heights preliminary plat and General Development Plan, which were reviewed and approved in 1999, designated the subject property and three additional nearby lots for multi-family residential use at a maximum net density of 16.7 dwelling units per acre. At this time, the Plan Commission and Common Council are reviewing this Specific Implementation Plan application for the physical development of the subject property which is in conformance with the adopted Sprecher Neighborhood Development Plan and the underlying Reston Heights General Development Plan.

### **Substitute Zoning Ordinance**

The original rezoning Ordinance, I.D. 37294, was introduced as rezoning the subject property from PUD(GDP) to Amended PUD(GDP-SIP). The applicant is not applying to amend the underlying General Development Plan and the proposed development does comply with all underlying General Development Plan provisions. Staff has drafted a Substitute Ordinance, I.D. 37294, to correctly rezone this property from PUD(GDP) Planned Unit Development-General Development Plan District to PUD(SIP) Planned Unit Development-Specific Implementation Plan. Staff recommends approval of this substitute ordinance.

### **CONCLUSION:**

This development proposal for four multi-family apartment buildings containing a total of 48 apartment units complies with the provisions and recommendations contained within the amended Sprecher Neighborhood Development Plan and the approved Reston Heights General Development Plan (see attached documentation). This development proposal, providing 15.9 dwelling units per acre, is within the maximum density of 16.7 dwelling units per acre allowed by the Reston Heights General Development Plan. This proposal also complies with zoning bulk regulations, parking requirements, architectural and landscape standards and guidelines as put forth by the Reston Heights General Development Plan. The underlying General Development Plan and Reston Heights Subdivision were approved prior to February 15, 2004 and, therefore, this development proposal is not required to comply with the provisions of the inclusionary zoning ordinance.

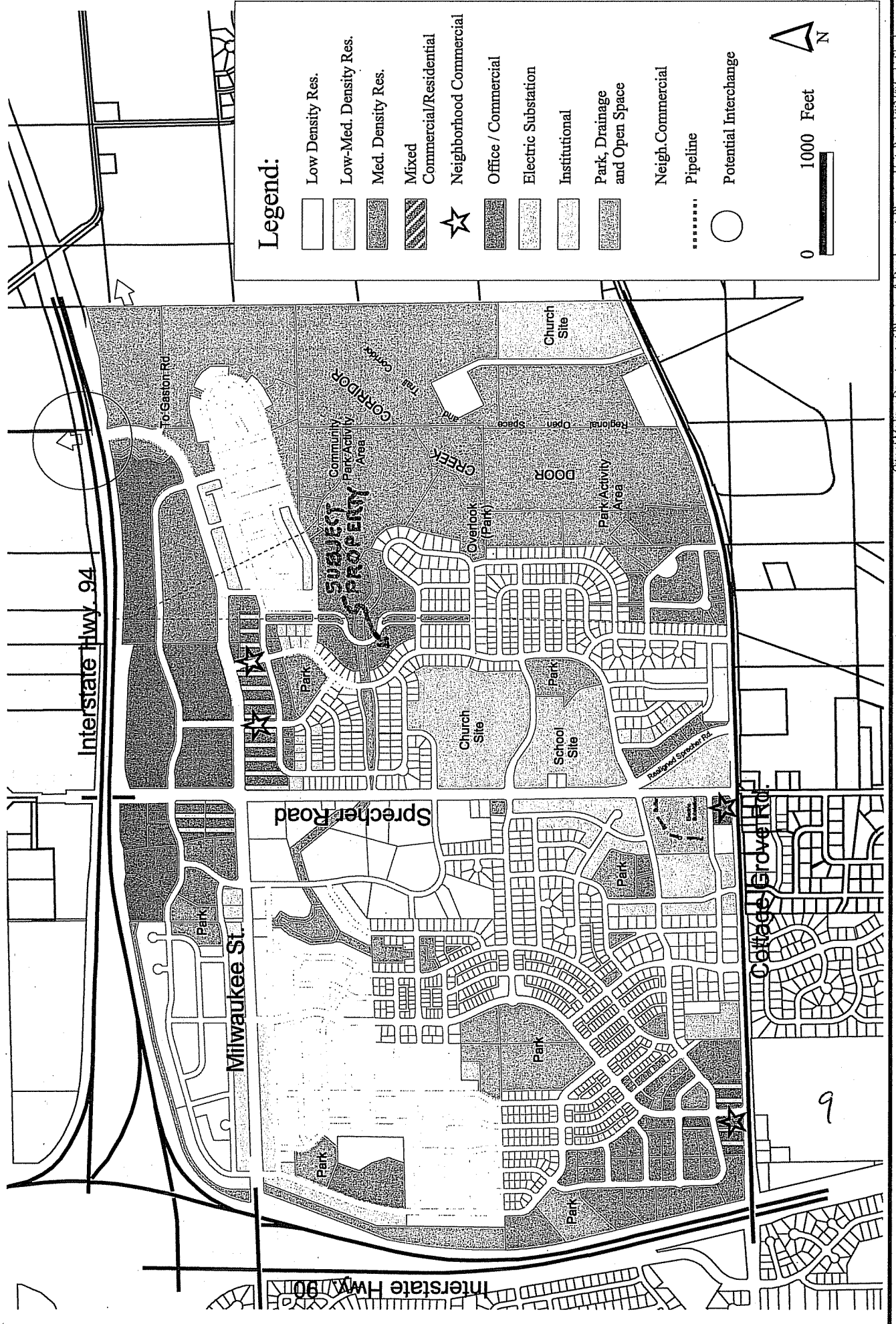
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**RECOMMENDATIONS:**

The Planning Unit recommends that the Plan Commission forward Substitute Ordinance, I.D. 37294 rezoning property from PUD(GDP) Planned Unit Development-General Development Plan District to PUD(SIP) Planned Unit Development-Specific Implementation Plan District for property located at 302 East Hill Parkway to the Common Council with a favorable recommendation subject to input at the public hearing and reviewing agency comments.

# Sprecher Neighborhood Development Plan

As Adopted January 1998, Amended May 1999, May 2001 & November 2001  
and implemented through subdivision and zoning approvals.



# RESTON HEIGHTS GENERAL DEVELOPMENT PLAN

Reston Heights East  
 Land Use Districts: PUD (GDP)

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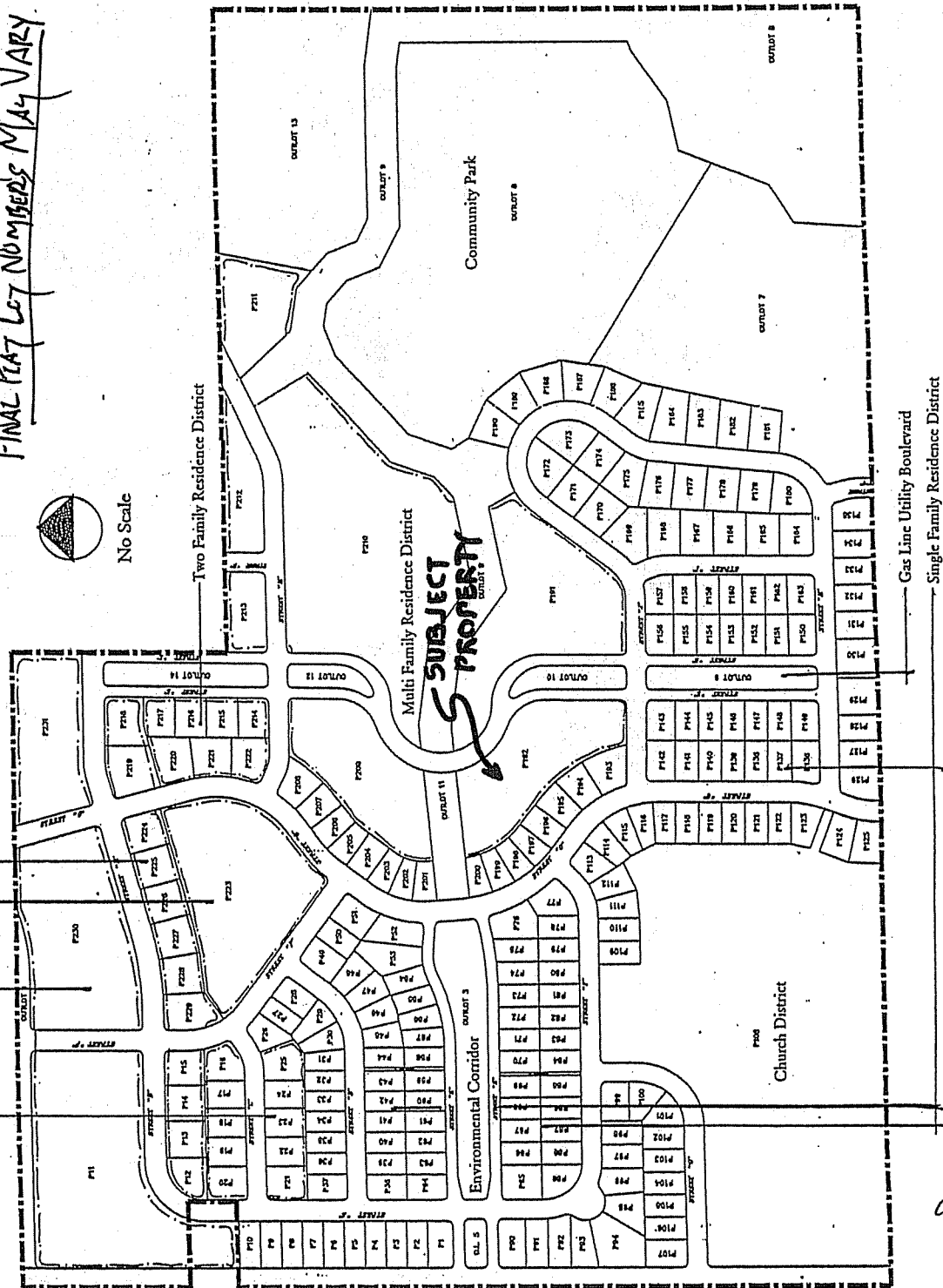
- Two Family Residence District
- Mixed Use Neighborhood Retail & Multi Family Residence District Neighborhood Park
- Four Family Residence District

\* NOTE:

THERE ARE PRELIMINARY LOT NUMBERS.  
 FINAL LOT NUMBERS MAY VARY!



No Scale



Gas Line Utility Boulevard  
 Single Family Residence District



# Land Use Summary Chart

**\* NOTE:**  
 THESE ARE PRELIMINARY PLAT LOT NUMBERS.  
 FINAL PLAT LOT NUMBERS MAY VARY!

Landuse	Lot Numbers Within Each Land Use District	Gross Acres	Net Acres	Percentage of Gross Acres	Number of Lots	Number of Units	Percentage of Total Units	Dwelling Units per Gross Acre	Dwelling units per Net Acre
Single Family Residence District	P1 to P10, P26 to P107, P109 to P190, & P193 to P208 Outlot 2 & 4	60.8	44	29%	192	190	19%	3.1	4.3
Two Family Residence District	P16 to P25, P214 to P217, & P220 to P222	7	5	3%	17	34	3%	4.9	6.8
Four Family Residence District	P12 to P15, P218, P219 & P224 to P229	6.2	4.2	3%	12	48	5%	7.7	11.4
Multi-Family Residence District	P191, P192, P209 to P213	27.4	23	13%	7	384	39%	14.0	16.7
Mixed Use Neighborhood Retail/ Multi-Family Residence District	P11, P230, P231 Outlot 1	17.9	13.5	8%	4	322	33%	18.0	23.9
Church District	P108	22.3	20.6	11%	1				
Open Space District		69.3	68.1	33%	12				
Neighborhood Park	P223	5.5	4.6		1				
Community Park	Outlot 7, 8, & 13	40.9	40.6		3				
Environmental Corridor	Outlot 3, 5, 9, & 11	20.1	20.1		4				
Gas Line Utility Boulevard	Outlot 6, 10, 12, & 14	2.8	2.8		4				
<b>Totals</b>									

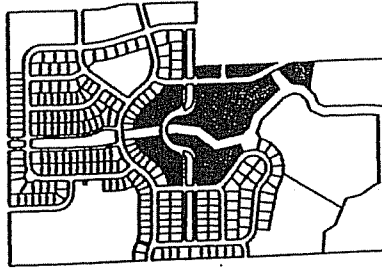
CURRENT LOT 198  
WAS LOT P-192

Note: Total dwelling units per gross acre and dwelling units per net acre are calculated using only the residential acreages. The church and open space acreages are not included in the density calculations.

## MULTI-FAMILY DISTRICT

*Lot numbers included in district:*

Lots P191, P192, P209 to 213



### *General Development Description:*

- The Multi-Family Residence district provides 12 lots for 384 condominium and apartment type homes. This district covers approximately 27.4 gross acres and 23 net acres. This provides a density of 14 dwelling units per gross acre and a 16.7 dwelling units per net acre.
- The lots vary in shape, width, depth and size. Please refer to the preliminary plat for more exact configurations and dimensions.
- Where structures will be located along the public right of way a reduced front yard setback and the architecture/landscaping design standards and guidelines created for this district will help provide human scale along the street façade. This will enhance the pedestrian oriented environment, which is an important aspect of the development.

# MULTI-FAMILY DISTRICT

## *Lot numbers included in district:*

Lots P191, P192, P209 to 213

## *Zoning Standards:*

### a) STATEMENT OF PURPOSE

The Multi-Family Residence District is being established to promote and encourage a suitable living environment for family life where children are members of most families.

This Multi-Family Residence District is being created to allow the design flexibility needed to reduce front yard and side yard setbacks, ensure garages are set back from house façades, and encourage the architecture and landscaping needed to help create a human scale environment and attractive neighborhood street facade.

### b) DEFINITION OF FAMILY

The definition of family is pursuant to that definition which is found in Section 28.03(2) Family of the City of Madison's Chapter 28 Zoning Code. The definition for the Multi-Family District would be compared to the family definition as it refers to the R-4 district.

### c) PERMITTED USE

Condominium Homes

Apartment Homes

Accessory Uses

### d) NUMBER OF UNITS & DENSITY STANDARDS

*Number of Units:* 384 Dwelling Units

*Maximum Gross Density:* ± 14 Dwelling Units per Acre

*Maximum Net Density:* ± 16.7 Dwelling Units per Acre

### e) LOT AREA

<i>Minimum Lot Area:</i>	Efficiency	700 Square Feet per Dwelling Unit
	One Bedroom	1,000 Square Feet per Dwelling Unit
	Two Bedroom or More	1,300 Square Feet per Dwelling Unit

### f) LOT WIDTH (AT MINIMUM BUILD TO LINE)

*Minimum Lot width:* 50' Wide

g) HEIGHT REGULATION

*Maximum Height:*

In the Multi-Family Residence District, no building or structure shall exceed three and one-half (3 ½) stories and fifty (50) feet in height.

h) LOT SETBACKS

In the Multi-Family Residence District a front, side and rear yard shall be provided, each of which shall be subject to the following standards.

1) Front Yard

*Minimum Setback:*

Twenty (20) feet from the public right of way line. A front porch, entry bay, or front stoop may encroach into the front yard area up to five (5) feet. In no case shall any structural elements of the house be any closer than fifteen (15) feet to the public right of way.

*Maximum Setback:*

Twenty-five (25) feet from the public right of way line.

In the case of Lots P191, P192, P209, P210 & P211 there may be multiple principle buildings on one lot. Those principle buildings not located directly facing onto the public street right of way will not be included in the maximum 25' setback.

2) Side Yard

*Minimum setback:*

One Story	Minimum of 5' and a combined total of 12'
Two Story	Minimum of 6' and a combined total of 15'
Three Story	Minimum of 8' and a combined total of 20'

*Reversed corner lot minimum setback:*

2 ½ Stories or Less - A minimum fifteen (15) foot setback shall be provided for a side yard directly adjacent to a public street right of way.

2 ½ Stories or More - A minimum twenty (20) foot setback shall be provided for a side yard directly adjacent to a public street right of way.

3) Rear Yard

*Minimum setback:*

Thirty (30) feet from the rear property line.

- 4) State building codes may be more restrictive. All building codes and accessibility codes, as required, shall be met.

i) USABLE OPEN SPACE

*Minimum amount per lot:*

A minimum of one hundred sixty (160) square feet of usable open space shall be provided per dwelling unit.

\*note: The 160 square feet per dwelling unit is intended, as opposed to the 160 square feet per bedroom in Chapter 28.

j) ACCESSORY BUILDING REGULATIONS

1. *Time of construction.* No accessory building or structure shall be constructed on any lot prior to the time of construction of the principal building to which it is accessory
2. *Percentage of Required Rear Yard Occupied.* No detached accessory building or buildings shall occupy more than fifty (50) percent of the area of the required rear yard. Any accessory building which exceeds four (4) automobile stalls or eight hundred (800) square feet of floor area shall first obtain a minor alteration or major alteration of the PUD at the discretion of the Alderman and Planning Director.
3. *Height of Accessory Buildings in Required Rear Yards.* No detached accessory building located in a required rear yard shall exceed 15 feet in height.
4. *Location.* No accessory building shall be erected in any yard except the rear yard, and all accessory buildings shall be located not less than three (3) feet from all lot lines and from any other building or structure on the same lot.

k) PARKING REQUIREMENTS

*Minimum number of Off-Street parking:*

A minimum of one (1) stall per dwelling unit shall be provided.

*Location of Off-Street Parking:*

Parking shall be located behind or along the side of the structures it is serving and in no case shall it be put in front of the building it is serving. If any portion of a parking lot is located adjacent to a public street right of way the following will apply:

1. Vegetative or structural screening shall be provided
2. Screen walls shall relate to the building it is serving in terms of material and proportion.
3. If refuse bins are proposed in the parking lots, their location shall be designated on the plan and adequate screening shall be provided.
4. Driveway openings shall be a minimum of sixteen (16) feet wide and a maximum of twenty (20) feet wide.

5. Screen walls shall be set back a minimum of five (5) feet adjacent to the driveway opening. Screening walls within 10' of a driveway opening shall be limited to a maximum of 2' in screening height
6. Areas shall be provided in and around parking areas for landscaping which will included at least two canopy shade tree 1 ½" to 2" caliper. (Caliper: diameter of tree)

### *Architecture and Landscape Standards & Guidelines*

#### a) General

1. All architectural and landscape plans for new construction within this district shall be reviewed and approved by the Architectural Review Committee prior to the issuance of building permits. The Architectural Review Committee shall use the following design standards under "residential building", "garage", and "landscape" and the context of each individual construction site to make appropriate approval decisions.

#### b) Residential Building

1. At least fifty (50) percent of the front building façade located directly adjacent to the public street facade must fall within the twenty (20) to twenty-five (25) foot front yard minimum/maximum setback area. A garage façade is not included in this calculation. This ensures the mass of the building façade will address the public street. Refer to the "definitions" at the end of this zoning text for building façade clarification.
2. For buildings facing directly onto a public street right of way at least two (2) ground floor entries shall be oriented to the front of the lot on a public or private street.
3. Balconies, entry bays and front porches are recommended to help enhance the human scale of the public street façade.

#### c) Garages

1. It is important the garage door does not dominate the architectural presence of the public street façade. To ensure the garage door is set back from the façade of the building the following standards have been written.

The garages may be located in the rear yard, either attached to the rear of the building or detached from the building, or they can be attached to the side of the building with the following exceptions:

Under no condition shall the garages extend closer to the street than the front structural wall of the building façade it is serving. In this case the building façade excludes porches, entry bays, stoops, decks and any other similar elements.

2. Underground parking is encouraged for this area.

#### d) Open Space

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1. Plans shall include the design and treatment of all usable open space. Rear yards shall be developed and landscaped to encourage their use by the building residents and guests.
2. Whenever possible contiguous rear yard areas shall be consolidated by agreement of the owners and should be developed as a unit.
3. Fences shall not be permitted between contiguous rear yard areas developed under the zero-lot-line concept except when required to enclose swimming pools. Small privacy fences next to a patio area would be acceptable.

e) Landscape

1. Plans shall show the location, size and species of all existing trees on the site. Wherever, possible, healthy trees shall be saved.
2. Plans should use a good mix of plant species.
3. All proposed plans shall show the location and species of plants being used.
4. A minimum of thirty (30) percent of the front yard shall consist of planting beds with ground covers, shrubs or trees.

## AGENDA # V.E.

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: March 2, 2005

TITLE: 302 East Hill Parkway - Revised  
PUD(SIP), 48-Unit Apartment Project

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: March 2, 2005

ID NUMBER:

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Members present were: Paul Wagner, Chair; Todd Barnett, Ald. Steve Holtzman, Michael Barrett, Lisa Geer, Robert March, and Lou Host-Jablonski

### SUMMARY:

At its meeting of March 2, 2005, the Urban Design Commission **TOOK NO ACTION** on revisions to a PUD(SIP) on a project that previously received initial approval for a four building, forty-eight unit apartment project located at 302 East Hill Parkway. Registered and speaking on behalf of the project was J. Randy Bruce, architect. Bruce explained to the Commission that the revised plans as presented represent significant changes to the plans previously reviewed and approved by the Commission at the January 5, 2005 meeting. As a result of subsequent meetings with the Ald. Onken and adjoining area residents, the modified plans feature the addition of two additional driveway approaches off of the property's extended East Hill Parkway frontage in combination with the maintenance of a single driveway access on Stockbridge Drive. These modifications eliminate the single two-way drive aisle/driveway access off of Stockbridge Drive, as previously approved by the Urban Design Commission. The single two-way drive aisle/driveway access provided sole vehicular access to all four buildings, with no vehicular related design features involving the property's extensive East Hill Parkway frontage. These modifications also provide for the introduction of a landscape berm buffer between this multi-family development and adjacent improved single-family lots. In order to accommodate these changes, the reconfiguration of the design of three of the buildings was required, generally maintaining the overall design concepts as well as the total number of units to be developed on the site as a whole, with a slight redistribution of unit counts in the affected buildings. The Commission was sympathetic to the rationale underlying revisions to the plans, but at the same time voiced a strong preference for the original version of the project, based on its overall design elements (see attached Urban Design Commission report dated January 5, 2005). Following the presentation of the revised plans, the Commission noted the following:

- The Commission felt that the project as originally initially approved was a superior site plan, which provided a high level of common open space amenities between each of the proposed structures for the benefit of future condominium residents. The single car drive aisle/driveway access to all four buildings.
- The site provides for a superior site design that emphasizes the relationship of buildings and open space amenities on the site's extensive East Hill Parkway frontage absent of auto-oriented design issues with enhanced safety due to the lack of any driveway entries to service any of the proposed structures. These combined features provide for an overall reduction in impervious area and pavement along with the development of open space between structures.



- The address of single-family neighborhood concerns is a bad trade-off for the loss of community space for residents of the proposed condominium. The loss of green space in common courtyard areas is less welcoming.
- Examine the incorporation of landscape screening and fencing within the area provided under the original plan along the common lot line with single family improved lots in combination with screening on adjacent single family parcels to provide for an adequate buffer and maintain the efficiencies of the site design as originally approved.
- The redesign loses too much in the revised development proposal and provides more significant impacts at the street (East Hill Parkway).
- Examine the alternative to reducing the width of singular drive aisle/driveway entry as originally proposed to 20' (previously 26') to provide additional area for the incorporation of additional landscaping and buffering between adjacent single family homes within the plan, at the same time maintaining address of fire access requirements.
- The departure from the design as initially approved to that as revised is a quality of life issue for future residents of the condominium development and is a better site design.

### **ACTION:**

On a motion by Geer, seconded by Barnett, the Urban Design Commission **TOOK NO ACTION** on revisions to a PUD(SIP) that previously received initial approval. The motion was passed on a vote of (6-0-1) with Wagner abstaining. The motion for "No Action" on the revised proposal was based on the Urban Design Commission's strong support for the project as originally proposed which represents a superior site plan in favor of open space and other amenities for use by future residents of the condominium development, based on these factors: the Urban Design Commission cannot recommend approval of the modified plan as submitted.

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 3, 3, 4 and 8.

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 302 East Hill Parkway**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	3	7	7	7	-	3	5	4
	3	-	-	-	-	-	-	3
	-	-	-	3	-	-	-	3
	7	9	8	8	-	8	8	8
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

**General Comments:**

- This is a major downgrade from the previous alleyway configuration.
- Enhanced community space between building is far more desirable than replacing it with asphalt in order to achieve screening. East Hill Parkway curb appeal greatly enhanced by original plan.
- The proposed change does not improve this project. In fact, it eliminates valuable community gathering space near the buildings.
- Good use of odd site.
- Previous site plan is far superior to the new alternative.
- Revised plan falls short of the initially approved proposal.

**AGENDA # IV.C.**

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION

**PRESENTED:** January 5, 2005

TITLE: 302 East Hill Parkway – PUD(SIP), 48-  
Unit Apartment Project

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

AUTHOR: Alan J. Martin, Secretary

**ADOPTED:**

**POF:**

DATED: January 5, 2005

**ID NUMBER:**

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Members present were: Paul Wagner, Chair; Michael Barrett, Bruce Woods, Lou Host-Jablonski, Robert March, Lisa Geer and Todd Barnett

**SUMMARY:**

At its meeting of January 5, 2005, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(SIP) for a forty-eight unit apartment project located at 302 East Hill Parkway. Registered and speaking on behalf of the project was J. Randy Bruce, architect. The revised plans as presented featured the following:

- A rearrangement and reconfiguration of the northerly and southerly end buildings to better relate to the property's street frontage including the reallocation of units to provide for thirteen units in each building. These modifications, in combination with the elimination of a proposed driveway entry off of East Hill Parkway for the southerly building allows for dedicated sole access to both surface and lower level parking found in each of the buildings by way of a rear-located shared access drive.
- A centrally located courtyard has been enlarged between the middle building pairs also in response to previously stated concerns by the Commission.
- The enlargement of the central courtyard also reflects a more direct orientation of the middle paired buildings to its East Hill Parkway street frontage in combination of the reorientation of both the northerly and southerly buildings as previously requested by the Commission.
- The redesigned end elevations on the street side of all buildings feature and enhancement and redesign of previously understated porches in addition to chimney feature, an inclusion of an upper end gable window accent.

**ACTION:**

On a motion by March, seconded by Geer, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (6-0-1) with Wagner abstaining.

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, 7, 7.5, 7.5 and 8.

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URBAN DESIGN COMMISSION PROJECT RATING FOR: 302 East Hill Parkway

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

General Comments:

- Excellent response to all comments.
- Generous landscaping and open space is made possible by underground parking and creative positioning of the buildings. Very nice project.
- Improved design.
- Really nice adaptation to site.

## AGENDA # VIA.

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: December 1, 2004

TITLE: 302 East Hill Parkway – PUD(SIP), 48-  
Unit Apartment Project

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: December 1, 2004

ID NUMBER:

---

Members present were: Paul Wagner, Chair; Michael Barrett, Ald. Steve Holtzman, Robert March, Lisa Geer, Todd Barnett and Lou Host-Jablonski

### SUMMARY:

At its meeting of December 1, 2004, the Urban Design Commission **RECIEVED AN INFORMATIONAL PRESENTATION** on a forty-eight unit apartment project as part of a PUD(SIP) on property located at 302 East Hill Parkway. Appearing on behalf of the project was Randy Bruce, architect.

The plans as presented provide for the development of one 10-unit, two 12-units, and one 14-unit building on the 74,064 sq. ft. site. The proposed PUD(SIP) is consistent with a previously approved PUD(GDP) that allows for the residential development as proposed on this site within an area of the Reston Heights East Subdivision. The site plan features access to three of the four buildings to lower level parking with a shared drive aisle with a rear access drive. The most southerly building on the site is provided access to lower level parking off of a single driveway opening on East Hill Parkway. The architecture of all three building types provides for features a masonry base on all three building types in combination with first floor covered porches entries. Bruce noted that approximately 45% of the site is maintained in open space. In addition, he noted that the rear alley/access drive, developed to handle vehicle circulation, was the only effective way to deal with the irregular configuration of the lot.

Following the presentation, the Commission expressed concerns on the following:

- The site plan as presented provides for the development of nicely sized open space areas between proposed buildings.
- The streetside and elevations of three of the four buildings appears meager in terms of presentation to the street and architectural detailing.
- Study the front setback and alignment of the middle building pairs to attempt to provide for a consistent address of the irregularly configured street frontage.

**ACTION:**

Since this was an informational presentation, the Urban Design Commission took no formal action.

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 5, 6, 6.5, 7 and 7.5.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 302 East Hill Parkway

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

General Comments:

- Look at unifying building edge (as a whole) along East Hill Parkway.
- Good open space opportunities. Underground parking offers additional landscape amenities and site drainage.
- Improve site and architecture per verbal comments.
- Good start. Nice green space, looks usable.
- Needs some more design work.
- Not bad.

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** February 11, 2005

**To:** Bill Roberts, Planner III  
**From:** Kathy Voeck, Assistant Zoning Administrator  
**Subject:** 302 East Hill Parkway

**Present Zoning District:** PUD(GDP)

**Proposed Use:** 4 apt buildings with a total of 48 units (2-13 units, 1-10 unit & 1-12 unit)  
(2 bedrooms each unit)

**Requested Zoning District:** PUD(GDP-SIP)

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). **NONE.**

**GENERAL OR STANDARD REVIEW COMMENTS**

1. Accessible parking is not required. If accessible parking is provided, it shall meet all applicable State accessible requirements, including but not limited to:
  - a. A minimum of one of the stalls shall be a van accessible stall 8' wide with an 8' striped out area adjacent.
  - b. Show signage at the head of the stall.
  - c. Show the accessible path from the stall to the building.
2. Lighting plans are required for this project. Provide a plan showing at least .25 footcandle on any surface of the lot and an average of .75 footcandles.

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	62,400 sq. ft.	131,533 sq. ft.
Lot width	50'	adequate
Usable open space	15,360 sq. ft.	58,000 sq. ft.
Front yard	20'	16' *
Side yards	Min 6', total 15'	Min. 15', total 35'
Rear yard	30'	adequate
Building height	3 stories	2 stories



Site Design	Required	Proposed
Number parking stalls	72	96 garage 12 surface 84 total
Accessible stalls	None required (townhouse units)	(1)
Loading	1 (10' x 35') per building	provided in drive aisles
Number bike parking stalls	48	18 *
Landscaping	as shown	adequate
Lighting	Yes	(2)

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

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.



**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

January 28, 2005

TO: Plan Commission

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

SUBJECT: **302 East Hill Parkway – Rezoning – PUD (GDP) to Amended PUD (GDP-SIP)  
– Four (4) Buildings Total 48 Residential 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.)

- |                |
|----------------|
| <p>1. None</p> |
|----------------|

**GENERAL OR STANDARD REVIEW COMMENTS**

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

- 2. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
- 3. The applicant shall note the proposed location of the trash enclosure. In addition,
  - The applicant shall note that Madison General Ordinance 10.08(a) 6 requires all facilities to have adequate internal circulation in which no backing movement, except that required to leave a parking stall, is allowed. All parking facilities shall be designed so as not to utilize any portion of the public right-of-way except to permit ingress and egress in a forward manner: unless permitted by the Board of Public Works after the Board receives the recommendation of the City Traffic Engineer. This condition shall be approved prior to plans being submitted for approval, contact

City Traffic Engineering for detail. Traffic Engineering staff will require a formal letter requesting the right to back off the street, (type of vehicles, reasons, hours of operation of the truck, etc.) and the applicant shall provide a 1"=20' scale drawing and a drawing on a 8" by 11" sheet showing parking, parking stalls, pavement markings, type of truck turning and both sides of the street. If recommended by the City Traffic Engineer, staff will facilitate the approval to the Board of Public Works.

4. "Stop" signs shall be installed at all driveways behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan as approved by the City Traffic Engineer.
5. The intersection shall be so designed so as not to violate the City's sight-triangle preservation requirement which states that on a corner lot no structure, screening, or embankment of any kind shall be erected, placed, maintained or grown between the heights of 30 inches and 10 feet above the curb level or its equivalent within the triangle space formed by the two intersecting street lines or their projections and a line joining points on such street lines located a minimum of 25 feet from the street intersection in order to provide adequate vehicular vision clearance.
6. The applicant shall show the dimensions for proposed surface and underground parking stalls for each building items A, B, C, D, E, F, and degree of angle parking with 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.)
7. The applicant shall design the surface parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall for the commercial/retail area. The "One Size Fits All" stall could be used for the residential parking area and in the ramp only, which is a stall 8'-9" in width by 17'-0" in length with a 23'-0" backup. Aisles, ramps, columns, offices or work areas are to be excluded from these rectangular areas, when designing underground parking areas.
8. 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: Dennis Harder  
Fax: 847-215-5282  
Email: dharder@jfreed.com

DCD:DJM:dm



# CITY OF MADISON FIRE DEPARTMENT

## Fire Prevention Division

325 W. Johnson St., Madison, WI 53703-2295

Phone: 608-266-4484 ♦ FAX: 608-267-1153

DATE: 1/28/05  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **302 East Hill Parkway**

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:

1. The Madison Fire Department does not object to this proposal provided the project complies with all applicable fire codes and ordinances.
2. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:
  - a. The site plans shall clearly identify the location of all fire lanes.
  - b. Provide a completed MFD "Fire Apparatus Access and Fire Hydrant Worksheet" with the site plan submittal.

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

cc: John Lippitt



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: January 31, 2005  
TO: Plan Commission  
FROM: Larry D. Nelson, P.E., City Engineer  
SUBJECT: 302 East Hill Parkway Planned Unit Development (GDP/SIP)

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. Site plan shall be revised to show current relationship between right-of-way line and curb. The terrace along East Hill Parkway maintains an 11-foot width, the terrace on Stockbridge Drive is 16-foot. The sidewalk on east Hill Parkway is within the right-of-way.
2. The applicant shall provide on site infiltration and sediment control in accordance with NR-151 and Chapter 37 of the MGO.

**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: 302 East Hill Parkway Planned Unit Development (GDP/SIP)

**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.

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- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

**Right of Way / Easements**

- 2.1 The Applicant shall Dedicate a \_\_\_\_\_ foot wide strip of Right of Way along \_\_\_\_\_.
- 2.2 The Applicant shall Dedicate a \_\_\_\_\_ foot wide strip of Right of Way along \_\_\_\_\_.
- 2.3 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping \_\_\_\_\_ feet wide along \_\_\_\_\_.
- 2.4 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.5 The Applicant shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement \_\_\_\_\_ feet wide from \_\_\_\_\_ to \_\_\_\_\_.
- 2.6 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from \_\_\_\_\_ to \_\_\_\_\_.
- 2.7 The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.

**Streets and Sidewalks**

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along \_\_\_\_\_.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along \_\_\_\_\_. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along \_\_\_\_\_ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to \_\_\_\_\_ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) \_\_\_\_\_.
- 3.9 The Applicant shall make improvements to \_\_\_\_\_. The improvements shall consist of \_\_\_\_\_.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.

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- 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.

**Storm Water Management**

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.5 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.6 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.7 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement.
- 4.8 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.9 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.10 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Please contact Greg Fries at 267-1199 to discuss this requirement.
- 4.11 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.12 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.
- 4.13 The Applicant shall submit, prior to plan sign-off, digital CAD files to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital copies shall be to scale and represent final construction.  
  
CAD submittals can be either AutoCAD (dwg), MicroStation (dgn) or Universal (dxf) formats and contain the following data, each on a separate layer name/level number:  
  
a) Building Footprints  
b) Internal Walkway Areas  
c) Internal Site Parking Areas  
d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)  
  
NOTE: Email file transmissions preferred [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com). Include the site address in this transmittal.
- 4.14 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented

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in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

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

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

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

#### Utilities General

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

#### Sanitary Sewer

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





Department of Public Works  
**Parks Division**

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

January 28, 2005

TO: Plan Commission  
FROM: Simon Widstrand, Parks Development Manager *S.W.*  
SUBJECT: **302 East Hill Parkway**

- 1. At the northwest corner of the lot, the developer shall build a continuation of the east-west walkway through the public greenway to Wyalusing Drive.**
- 2. Park dedication and fees, previously paid in this area, will be reviewed to determine if any fees or credits are owed.**

Please contact Simon Widstrand, Madison Parks Division at [awidstrand@cityofmadison.com](mailto:awidstrand@cityofmadison.com) or 266-4714 if you have questions regarding the above items.

We, the undersigned do hereby petition as follows:

1. We are homeowners in the Reston Heights Development with properties adjoining 302 East Hill Parkway, and other areas which the developer, Dave Roark, seeks to have zoned for Multi-Family Housing (Condo's or Apartments)
2. We object to any Multi-Family zoning for these adjoining properties as it will result in a detrimental change in our neighborhood, including significant traffic changes. (Changes would not occur if the properties were developed as Single Family Housing).
3. We demand prior notification of a specific date and time of any meetings pertaining to these issues, so that our objections may be heard.

DATE	NAME(PRINTED)	ADDRESS	SIGNATURE
2/19/05	James Turk	6902 Bluff Point Dr.	James Turk
2/19/05	Blake Therban	421 Bailey Dr	Blake Therban
2/19/05	ANTHONY QUARTUCCO	414 BAILEY	Anthony Quartucco
2-19-05	Peggy Kufner	418 Bailey Drive	Peggy Kufner
2-19-05	Cathleen Grall	410 Bailey Dr.	Cathleen Grall
2-19-05	Margaret Eggert	406 Bailey Dr.	Margaret Eggert
2-20-05	ANITA Reisinger	418 Bailey Dr	Anita Reisinger
2-20-05	Deb Olson	6918 Bluff Point Dr	Deb Olson
2-20-05	KATHY TANIS	6913 Stockbridge	Kathy Tanis
2-20-05	Carrie Martin	6821 Bluff Point	Carrie Martin
2/20/05	LORI NEBEL	6901 Stockbridge	Lori A. Nebel
2/20/05	Kerry Kremer	405 Bailey Dr.	Kerry Kremer
2-20-05	Arnolfo Celoin	402 E. Hill Parkway	Arnolfo Celoin
2-20-05	TIZONA NGUYEN	406 East Hill	Tizona Nguyen
2-20-05	KAREN ANDERSON	410 E. Hill Pkwy	Karen Anderson
2-20-05	Alanna Wirtz	422 E. Hill Pkwy	Alanna Wirtz
2/20/05	DR. A. STANIS	426 E Hill Pkwy	Dr. A. Stanis
2-20-05	JASON KAWASKY	6809 Bluff Point	Jason Kawasky
2-20-05	SUE HAMM	4114 Bailey Dr.	Sue Hamm

We, the undersigned do hereby petition as follows:

1. We are homeowners in the Reston Heights Development with properties adjoining 302 East Hill Parkway, and other areas which the developer, Dave Roark, seeks to have zoned for Multi-Family Housing (Condo's or Apartments)
2. We object to any Multi-Family zoning for these adjoining properties as it will result in a detrimental change in our neighborhood, including significant traffic changes. (Changes would not occur if the properties were developed as Single Family Housing).
3. We demand prior notification of a specific date and time of any meetings pertaining to these issues, so that our objections may be heard.

DATE	NAME(PRINTED)	ADDRESS	SIGNATURE
2/20/05	Mick Stauffacher	326 Wyalusing Dr	Mick Stauffacher
2/20/05	GARY Liedtke	329 Wyalusing DR	Gary Liedtke
2-20-05	Steve Rust	322 Wyalusing	Steve Rust
2-20-05	Elizabeth Backus	318 Wyalusing Dr	Elizabeth Backus
2-20-05	Anthony Demetrio	6724 Annetown <sup>Dr</sup>	Anthony Demetrio
2/20/05	Scott Schmitt	6721 Annetown Dr	Scott Schmitt
2/20/05	DAVID FANSLER	6726 Annetown Dr	David Fansler
2/20/05	Tracy Duder	6722 Annetown	Tracy Duder
2/20/05	BRENT ANDERSON	6710 ANNESTOWN	Brent Anderson
2/20/05	Anita Falkner	6642 Annetown	Anita Falkner
2/20/05	Jeff Nichols	6638 Annetown	Jeff W. Nichols
2/20/05	Shirley Driscoll	6634 Annetown	Shirley Driscoll
2/20/05	Michael Johnson	6630 Annetown Dr.	Michael Johnson
2/20/05	RANDALL Smith	6617 Annetown	Randall Smith
2-20-05	Mary Reines	6609 Annetown	Mary Reines
2-20-05	Brett Boettge	6601 Annetown	Brett Boettge
2-20-05	Darcy Williams	6609 Broad Creek	Darcy Williams
2-20-05	Dennis Stoval	6641 Broad Creek	Dennis Stoval
2/20/05	Gloria Ward	6637 Broad Creek Blvd	Gloria Ward

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2-19-05	STEVE TANNER	405 E. HILL PKWY	Steve Tanner
2-19-05	Nicholas G. Howe	402 Bailey Drive	Nicholas G. Howe
2-19-05	Cheryl Stauffer	401 E. Hill Pkwy	Cheryl Stauffer
2-19-05	Hubs Heller	412 E 45 Hill Pkwy	Hubs Heller
2-19-05	Chris Lueder	6935 Bluff Pt	Chris Lueder
2-19-05	Randy Peltier	6829 Bluff Pt.	Randy Peltier
2-19-05	Joe Huostella	6813 Bluff Pt	Joe Huostella
2-19-05	Thomas Snyde	6804 Bluffpoint	Thomas Snyde
2/19/05	James Taylor	434 Wyalusing	James Taylor
2/19/05	Lisa Falk	438 Wyalusing	Lisa Falk
2/19/05	ROBERT FRUE	6918 DOMINION DR.	Robert Frue
2/19/05	Aric Dichralk	6922 Dominion	Aric Dichralk
2/19/05	Bette Kupp	6936 Dominion	Bette Kupp
2/19/05	Scott & Jessica Feit	553 Aztalan	Scott & Jessica Feit
2/19/05	Greg Baynard	6939 Dominion	Greg Baynard
2/19/05	KEN WALTERMAN	601 AZTALAN DR.	Ken Walterman
2/19/05	Bob Drake	529 Highcliff Trail	Bob Drake
2/19/05	Jay Dreck	525 Highcliff Tr	Jay Dreck
2/19/05	Tara LaRoue	502 Aztalan Dr.	Tara LaRoue

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DATE	NAME(PRINTED)	ADDRESS	SIGNATURE
03/30/05	Stacy Rolston	417 Wyalusing Dr	Stacy Rolston
03/30/05	KEVIN PEIRCE	413 WYALUSING DR	Kevin Peirce
2-20-05	Brian Zeman	406 Wyalusing Dr.	Brian Zeman
2/20/05	Tommy Joyce	414 Wyalusing Dr.	Tommy Joyce
2/20/05	Adam Walz	375 Wyalusing Dr	Adam Walz
2/20/05	Nick Stoll	6645 Broadacre	Nick Stoll
2-20-05	Richard Trace	6645 Broadacre	Richard Trace
2-20-05	Blair Thomas	305 Wyalusing	Blair Thomas
2-20-05	DAVID HERRON	413 E. HILL PKWY	David Herron
2-20-05	Karen Kuehn	417 E H-1 PKWY	Karen Kuehn

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