

**PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
Of September 10, 2008**

RE: LD. #11614: Zoning Map Amendment LD. 3382 to Rezone 6854 Stockbridge Drive and 6801-6901 Littlemore Drive from PUD-GDP to Amended PUD-GDP and Zoning Map Amendment LD. 3383 to Rezone 6901 Littlemore Drive from Amended PUD-GDP to PUD-SIP

1. Requested Actions: Approval of a request to rezone 6854 Stockbridge Drive and 6801-6901 Littlemore Drive from Planned Unit Development, General Development Plan (PUD-GDP) to Amended PUD-GDP and to rezone 6901 Littlemore Drive from Amended PUD-GDP to Planned Unit Development, Specific Implementation Plan (PUD-SIP) to allow construction of 158 apartment units in 5 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 Prepared By: Timothy M. Parks, Planner.

GENERAL INFORMATION

1. Applicant: Kevin Metcalfe, Madison Investment, LLC; 726 N. Midvale Boulevard; Madison.

Agent: J. Randy Bruce, Knothe & Bruce Architects, LLC; 7601 University Avenue, Suite 201; Middleton.

Property owners: Reston Commons, LLC & Hayes Holdings, LLC, c/o Bruce Harms, Axley Brynelson, LLP; 2 E. Mifflin Street, Suite 200; Madison.
2. Development Schedule: The applicant wishes to commence construction of the 158-unit apartment project as soon as all regulatory approvals have been granted, with completion envisioned in Fall 2012. The development schedule for the two other properties within the Amended PUD-GDP is unknown.
3. Location: The amended general development plan will encompass approximately 19 acres on both sides of East Hill Parkway between Littlemore and Stockbridge drives. The 158-unit specific implementation plan will occupy an approximately 8.62-acre site generally located at the southeastern corner of East Hill Parkway and Littlemore Drive, Aldermanic District 3; Madison Metropolitan School District.

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4. Existing Conditions: All three subject parcels are undeveloped, zoned PUD-GDP. A fourth parcel was zoned PUD-SIP in 2005 and approved for 48 apartment units in 5 buildings.
5. Proposed Land Use: The specific implementation plan calls for 158 apartment units to be constructed in five buildings on Lot 263 of the Reston Heights Planned Unit Development. The request before the Commission and Council also seeks to adjust the multi-family density of this lot and three other lots in the PUD (Lots 198, 254 and 262).
6. Land Use and Zoning Surrounding Amended PUD-GDP:
North: Single-family residences in The Meadowlands subdivision, zoned R2T (Single-Family Residence District), two-family residences, zoned R4 (General Residence District) & PUD-SIP;
South: Single-family residences in the Reston Heights subdivision, zoned PUD-SIP;
East: Single-family residences in The Meadowlands subdivision, zoned R2T; City-owned stormwater management tract and Door Creek Park;
West: Single-family residences in the Reston Heights subdivision and Reston Heights Park, zoned PUD-SIP.
7. Adopted Land Use Plan: The Sprecher Neighborhood Development Plan identifies the subject parcels area for medium-density residential uses.
8. Environmental Corridor Status: The subject parcels are not located within a mapped environmental corridor. A City-owned greenway that bisects the three subject parcels and contains an intermittent stream is shown in an environmental corridor and as public land on the corridor map.
9. Public Utilities & Services: The property is served by a full range of urban services.

STANDARDS FOR REVIEW

This application is subject to the Planned Unit Development District standards.

PLAN REVIEW

The applicant is requesting approval of a specific implementation plan to allow construction of

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158 apartment units in five buildings on a 8.62-acre parcel located in the Reston Heights Planned Unit Development. The proposed apartments will be located on an undeveloped parcel at the southeastern corner of East Hill Parkway and Littlemore Drive. The specific implementation plan site was one of four parcels identified in the Reston Heights PUD for multi-family development, with a total of 384 dwelling units proposed to occupy the four lots, which totaled approximately 23 acres when approved in November 1998. Development on the four multi-family sites has been limited to date to a four-building, 48-unit apartment project located on the southwesterly of the four lots, Lot 198, which had received SIP approval in March 2005. The overall Reston Heights development, which comprises 210 acres located in the southeastern quadrant of Milwaukee Street and Sprecher Road, was approved with a total of 978 residential units. In addition to the 384 multi-family units, the unit mix in Reston Heights also includes 190 single-family units generally to the west and south of the subject multi-family parcels and 322 residential units in a neighborhood mixed-use area located along the south side of Milwaukee Street and north of the subject sites.

Specific Implementation Plan

The site of the 158-unit apartment complex is characterized by a gradual slope from the corner of East Hill Parkway and Littlemore Drive towards a City-owned drainageway, which houses an intermittent stream that bisects the four multi-family parcels and forms the southern edge of the property, and Door Creek Park, which is located generally to the east of the site. A bike path generally parallels the stream both on the SIP site in a public-access easement and in the City drainageway. The SIP site is also characterized by a line of mature oak trees that generally parallel the southern edge of the lot along the bike path and stream. A tree survey submitted with the plans notes that the interior of the site also contains invasive black locust, honeysuckle and buckthorn, which will largely be removed as part of the grading of the site for the 158-unit apartment project. The 8.62-acre site also includes a panhandle in its southwesterly corner that was formed by the curve in East Hill Parkway, which itself straddles a high-pressure gas pipeline that runs north-south through the Reston Heights development.

Buildings 1 and 2 proposed apartment development will be identical two-story, 24-unit buildings located along the Littlemore Drive frontage of the site. The buildings will include 12 units on each floor with a mix of efficiency, one- and one-bedroom plus loft/ two-bedroom units located above underground parking for 27 automobiles, 14 bikes and 12 storage lockers. The two buildings are designed in a townhouse motif that includes a combination of hallway and patio entrances along the northern and southern elevations with second floor porches above. Building 3 shares this townhouse motif and includes 26 units in a two-story building that wraps the corner of East Hill Parkway and Littlemore Drive. Building 3 will contain a similar mix of units to Buildings 1 and 2 and will sit atop a 33-stall parking garage.

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Buildings 4 and 5 of the project will be L-shaped, three-story, 42-unit buildings located on the southern half of the SIP site. Both buildings will provide a mix of efficiency, one-bedroom, two-bedroom and two-bedroom plus den/ three-bedroom units located above 43-stall parking garages. Unlike Buildings 1-3, which will be built with units clustered around entrances and no common hallways, Buildings 4 and 5 will have full-length hallways with elevator service from the garage through third floor. These buildings, which will be built to take advantage of the slope of the site, will also depart from the townhouse motif of Buildings 1-3 in favor of a more traditional garden apartment architecture that includes primary entrances on the outside corner of the L-shaped buildings with secondary entrances along the longer side walls serving stairwells. A one-story clubhouse and pool to serve the development will be located between Buildings 4 and 5.

Access to the development will be provided by two full-access driveways from Littlemore Drive and one right-in/ right-out driveway from East Hill Parkway, with primary circulation through the site to occur along a central drive extending between Buildings 1-3 and Buildings 4-5. In addition to the 173 parking stalls to be provided beneath the five buildings, 91 surface parking stalls are proposed to serve the development and will be located along the central drive or in small lots located along the approaches to the garages for Buildings 4 and 5. The applicant indicates that 104 bicycle parking stalls will be located throughout the development, both in the basement parking garages and on the surface at locations throughout the project.

The five apartment buildings and clubhouse will be constructed with elevations consisting of a mix of brick veneer and horizontal siding. The apartment buildings will be topped by gable roofs that will include sections of varied height, cross-gables and dormer windows. A combination of patios, porches and balconies has been provided for each dwelling unit. A substantial landscaping plan was submitted for the development that calls for the preservation of most of the existing mature oak trees along the southerly edges of the SIP site. The landscaping plans calls for the planting of various understory canopy trees along the entrance drives and central drive through the site as well as substantial landscaping along the bases of the apartment buildings, clubhouse and pool deck. A pedestrian circulation plan calls for various connections to adjacent sidewalks and walkways connecting to the City bike path along the southern property line.

Staff believes that the specific implementation plan for the 158-unit apartment project complies with the underlying general development plan bulk and massing requirements. The applicant indicates that 2,376 square feet of lot area has been provided for each dwelling unit, which is well in excess of the 700-1,300 square foot lot area required for various dwelling unit types in the GDP text. In general, the three buildings fronting Littlemore Drive and East Hill Parkway will be set back 23-25 feet from those rights of way, with entrance stoops to be set back not less than 20 feet, in accordance with the GDP zoning text, which calls for a 20-foot minimum setback and

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maximum 25-foot setback. Buildings 4 and 5 will be set back beyond the 75-foot setback required from the stream located in the City drainageway and well in excess of the 30-foot setback required in the GDP. Lastly, none of the five apartment buildings will exceed the 3.5-story maximum height limitation in the GDP, and the 18% building coverage proposed appears to conform to shoreland zoning requirements that limit building coverage on shoreland lots to 30% of the lot area.

The five buildings will be built in four phases, with the project to start with Building 3 on the corner followed by Building 4 and the clubhouse in the second phase, Buildings 1 and 2 along Littlemore Drive in the third phase and Building 5 in the last phase. The project will commence construction later this year with an anticipated completion in the fall of 2012 or as the housing market demands.

Amended General Development Plan

In conjunction with the specific implementation plan, the applicant and property owner are also requesting approval of an alteration to the approved general development plan for the four multi-family lots in the Reston Heights Planned Unit Development. The alteration is being requested to allow the net density of the four multi-family lots to be redistributed to accommodate the 158-unit development proposed on the SIP site, Lot 263. Three of the lots, Lots 254, 262 and the subject Lot 263, are undeveloped. As noted above, an SIP was approved in 2005 to allow a four-building, 48-unit apartment project to be constructed on Lot 198.

At the time the Reston Heights PUD was approved in 1998, the four lots were approved for a net density of 16.7 units an acre and a maximum of 384 dwelling units total. A specific number of dwelling units was not identified for each lot and no conceptual plan was included to show how the approved units could be accommodated on the individual sites.

The approved maximum density for Lot 263 would result in a maximum of 144 dwelling units on the 8.62-acre parcel, or 14 fewer than now proposed. The applicant estimates that Lot 254, which consists of 4.36 acres of land, would permit up to 73 dwelling units at the maximum 16.7 units an acre, while Lot 262 could be developed with 86 units on that 5.2-acre lot. The 3.02-acre Lot 198 was approved in the GDP to accommodate 50 dwelling units but received SIP approval for only 48 units. The applicant proposes to take the two units not implemented on Lot 198 and include them with a voluntary reduction of 12 units on Lot 254 to make up for the 14 additional units proposed to be built on Lot 263 with the subject specific implementation plan. The overall density of the four multi-family lots would not be increased by this proposed shift in dwelling units between the four lots.

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ANALYSIS & CONCLUSION

The applicant is requesting approval of a specific implementation plan to allow 158 apartment units to be constructed in five buildings on an 8.62-acre site identified in the Reston Heights Planned Unit Development for up to 144 dwelling units. In order to accommodate the increased density of the SIP lot, the applicant is also requesting that the underlying general development plan for four multi-family lots in Reston Heights be amended to allow the densities of two of those lots to be adjusted to permit the additional 14 units on the third.

The Planning Division believes that the standards for approval for planned unit developments can be met with both the 158-unit specific implementation plan for 6901 Littlemore Drive and the amended densities in the general development plan for that lot as well as Lots 198, 254 and 262 of the Reston Heights PUD. The SIP proposes a well designed apartment development that appears to comport to the tenets of the underlying Reston Heights multi-family GDP with the exception of the maximum density called for in that plan of 16.7 units an acre. The SIP calls for three buildings to frame the perimeter streets, East Hill Parkway and Littlemore Drive, before transitioning into a more open development that respects the drainage corridor and large City parkspace that exist to the south and southeast of the site, respectively. Overall, staff believes the apartment complex will be a positive addition to the ongoing development of the Reston Heights neighborhood.

Staff does not object to the proposed shift of 14 total dwelling units from Lots 198 and 254 to Lot 263 as proposed by the developer but believes that a note should be added to the amended general development plan indicating that the actual number of dwelling units built on the two remaining undeveloped lots, Lots 254 and 262, may vary at the time of SIP approval based on site constraints and the appropriateness of the final development plans. In the case of both lots, constraints exist that will limit the extent of development. In the case of Lot 254, a large wetland exists on the western third of that lot that, when the 75-foot wetland setback is included, may reduce the ability for the 61 units proposed to be implemented. In the case of Lot 262, the unique configuration of the parcel combined with the transitional nature of the lot adjacent to single-family uses south of Stockbridge Drive may have an impact on the ability to actually implement 86 units on that parcel.

In all, Planning staff believes that the amended Reston Heights general development plan and the specific implementation plan for the 158-unit apartment project on Lot 263 will conform to the Sprecher Neighborhood Development Plan, which recommends that medium-density residential uses be developed on the four Reston Heights multi-family sites. At the time the neighborhood development plan was adopted in 1998, the four subject sites were intended to frame the intersection of East Hill Parkway and nearby Broad Creek Boulevard, with a 12-unit an acre

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density recommended for each lot. As noted earlier, the four lots were approved in the initial Reston Heights GDP with a maximum density of 16.7 units an acre. The adjusted densities proposed will continue to result in an overall net density of 16.7 units an acre based on 353 total units on the 21.3 net acres of land that comprise the four lots, though the density of Lot 263 will be slightly higher, with 18.3 units an acre proposed. Staff feels that proposed amendment and higher density on one of the four lots will maintain the intent of the original general development plan and Sprecher NDP and supports approval.

The Urban Design Commission reviewed the specific implementation plan for 6901 Littlemore Drive on July 23, 2008 and recommended initial approval (see attached reports).

RECOMMENDATION

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment I.D. 3382 to rezone 6854 Stockbridge Drive and 6801-6901 Littlemore Drive from PUD-GDP to Amended PUD-GDP and Zoning Map Amendment I.D. 3383 to rezone 6901 Littlemore Drive from Amended PUD-GDP to PUD-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 specific implementation plan for Lot 263 receive final approval from the Urban Design Commission prior to final staff approval and recording.
3. That the specific implementation plan for the Lot 263 apartment development be revised per Planning Division approval as follows:
 - a.) show the potential impact of headlights exiting the easternmost driveway on residences located across Littlemore Drive and provide screening and landscaping as necessary to reduce these impacts;
 - b.) provide four-sided building elevations and detailed floorplans for each building, including the final building materials approved by the Urban Design Commission.
4. That the zoning text for Lot 263 be amended per Planning Division approval as follows:
 - a.) that B 1. of the permitted uses section be revised to state "Multi-family residences as shown on the approved plans;"
 - b.) signage shall be limited to the maximum permitted in the R4 district as approved by the Urban Design Commission and Zoning Administrator.
5. That the following note be added to the amended general development plan for Lots 254

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and 262 of the Reston Heights Planned Unit Development: "The dwelling unit densities for Lots 254 and 262 may or may not be ultimately achieved upon full build-out of those sites. The dwelling units proposed shall require review and approval of a Specific Implementation Plan against the standards included in the Planned Unit Development section of the Zoning Ordinance to determine if the proposed development can be accommodated in consideration of the impacts on surrounding properties and any site constraints, including the 75-foot stream setback, wetlands and wetland setbacks and shoreland building coverage limits." The amended general development plan shall be recorded concurrently with the specific implementation plan for Lot 263.

AGENDA # 7

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: July 23, 2008
TITLE: 6901 Littlemore Drive - PUD-SIP, 164- Unit Residential Development. 3rd Ald. Dist. (10909)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: July 23, 2008	ID NUMBER:

Members present were: Marsha Rummel, Todd Barnett, Bruce Woods, John Harrington, Bonnie Cosgrove, Richard Wagner and Lou Host-Jablonski.

SUMMARY:

At its meeting of July 23, 2008, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD-SIP located at 6901 Littlemore Drive. Appearing on behalf of the project were J. Randy Bruce and Abbie Klostermann, both representing Kevin Metcalfe. Bruce provided an overview of modifications to the plans in response to the Commission's previous comments as follows:

- The interconnected drive aisle and surface parking on the site has been redesigned to breakup the continuum surface parking using parallel parking on both sides of the main drive aisle with areas dedicated to single-loaded parallel parking in addition to the utilization of stamped and raised pedestrian crossing areas.
- Additional green space has been created between the easterly pair of 24-unit buildings with the elimination of previously proposed surface parking.
- A previously proposed meandering multiple pathways adjacent to an existing bikeway have been eliminated in favor of a single pathway interconnecting with the centralized pathway system connecting the collective buildings on the site.
- A 24-unit building and 16-unit building located on the site's northwesterly corner have been combined to create a 26-unit building that addresses the corner frontage has been moved up to the corner featuring individual entries to units within the building.
- A detailed review of the streetscape in conjunction with proposed building elevations was provided in juxtaposition with landscape plan details.

ACTION:

On a motion by Harrington, seconded by Barnett, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a unanimous vote of (7-0).

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, 6.5, 7 and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 6901 Littlemore Drive

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

General Comments:

- Nice response to Commission’s previous concerns.
- Really nice improvements.
- As usual, nicely done. Appreciate the responsiveness to UDC’s site concerns.

AGENDA # 4

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: June 18, 2008
TITLE: 6901 Littlemore Drive - PUD-SIP, 164- Unit Residential Development. 3rd Ald. Dist.	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: June 18, 2008	ID NUMBER:

Members present were: Lou Host-Jablonski, Bonnie Cosgrove, Todd Barnett, Bruce Woods, Richard Wagner, John Harrington, Jay Ferm, Richard Slayton and Marsha Rummel.

SUMMARY:

At its meeting of June 18, 2008, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for a PUD-SIP located at 6901 Littlemore Drive. Appearing on behalf of the project was J. Randy Bruce, representing Kevin Metcalfe. The lot to be developed is one of four multi-family lots zoned PUD-GDP as part of the Reston Heights Subdivision located within the Sprecher Neighborhood Plan area. Most of the surrounding area within the subdivision plat has been developed for residential purposes, where multi-family lots at its core have yet to be developed. The overall PUD-GDP generally supported densities of approximately 16 units per acre. The development of this site proposes 164-units versus 144 as supported within the overall PUD-GDP. According to Bruce, the development of this site draws some density from the two remaining sites yet to be developed; where total development will not exceed 385-units on all four lots, consistent with the overall density level within the approved and recorded PUD-GDP. Bruce proceeded with a review of the development plan for the site, which features development of two 24-unit and two 16-unit buildings along the property's street frontages with Littlemore Drive and East Hill Parkway, two 42-units internal to the site abutting its boundary with an adjacent public bikeway and drainageways to the south. The buildings abutting street side frontage are two stories in height and feature pedestrian entrances to the street with a combination of surface and lower level parking. Existing large canopy trees primarily along the southern perimeter of the site are to remain with little to no removal if possible. A clubhouse/pool is located at the center of the development. Following the presentation the Commission noted the following:

- Like the boulevard aspect of the clubhouse/pool entry.
- In regards to the preservation of existing trees on the site, be cautious about more than 30% of root disruption.
- Create greenspace between two easterly buildings abutting the property's Littlemore Drive frontage as an alternative to proposed surface parking.
- Adjacent paths around the southwesterly 42-unit building should go directly to adjacent surface parking not split the greenspace.
- Consider making southerly path more regular.
- Look at a way to break up continuum of surface parking.

- Drop off area for the clubhouse/pool doesn't work as designed. Rework to narrowed, to break up mass with connection between adjacent surface parking areas.
- Pull sidewalks and entries to the corner space at the property's intersection with Littlemore Drive and East Hill Parkway.
- Relative to the southerly 42-unit building, strengthen the appearance of the public entry.
- Look at double bays of surface parking and eliminate excess with current arrangement. Add more trees away and to the south of the two 42-unit buildings, along with finding a way to group and paring down the continuous arrangement of surface parking.
- Look at quality of outdoor spaces, it should be provided near entrances, especially smaller usable spaces.

ACTION:

Since this was an **INFORMATIONAL PRESENTATION** no formal action was taken by the Commission.

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, 5.5, 6 and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 6901 Littlemore Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	5	5	-	-	-	4	5	-
	-	-	-	-	-	-	7	7
	-	-	-	-	-	-	-	5
	6	6	-	-	-	6	6	6
	6	6	-	-	-	5	5	5.5

General Comments:

- Beef up greenspace and equalize it for all units.
- Make public entrances on “L” buildings more distinct.
- Good beginning. Make sure that there are good, usable outdoor areas near the unit doors.
- Look at hierarchy of spaces.
- Nice arrangement of buildings. Great opportunities to connect greenspaces.
- Good start.



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
1 866 704 2315 Textnet

Deputy City Engineer
Robert F. Phillips, P.E.

Principal Engineers
Michael R. Dalley, P.E.
Christina M. Bachmann, P.E.
John S. Fahrney, P.E.
Gregory T. Fries, P.E.

Facilities & Sustainability
Jeanne E. Hoffman, Manager
James C. Whitney, A.I.A.

Operations Manager
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

GIS Manager
David A. Davis, R.L.S.

Financial Officer
Steven B. Danner-Rivers

DATE: September 5, 2008
TO: Plan Commission
FROM: Larry D. Nelson, P.E., City Engineer
SUBJECT: 6901 Littlemore Drive 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. Any damage to pavement will require restoration in accordance with the City's Patching Criteria.
2. Stamped plans from a Professional Engineer to document capacity of storm drainage system to allow no flooding of the underground entrances to buildings #1, #2, and #3 during 100-year storm event as defined as by a SCS Type II Storm. Include pump sizing and calculations.
3. Proposed 8" laterals are not legal (Wisconsin Plumbing Code) unless connected to mainline @ a manhole.
4. Revise sanitary connection for building #5 to nearby existing sewer manhole.
5. Proposed sanitary connection for building #3 is to an existing 6" lateral. Revise plan accordingly.
6. Revise plans to show proposed sewer service for proposed club house.
7. In accordance with 10.34 MGO – STREET NUMBERS

Submit a PDF of each floor plan to Engineering Mapping Lori Zenchenko (Lzenchenko@cityofmadison.com) so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.

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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: 6901 Littlemore Drive 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 Submit a PDF of all floor plans to Lori Zenchenko lzenchenko@cityofmadison.com so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit, or to the location of the entrance into any unit, (before, during, or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.
- 1.7 The site plan shall include a full and complete legal description of the site or property being subjected to this application.
- 1.8 The Developer is required to pay Impact Fees for this development. The Developer shall indicate the method of payment as provided below:
 - 1) Impact Fees shall be paid in full prior to Engineering sign-off of the plat/csm.
 - 2) The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall receive the invoices to pay the outstanding impact fees at the time of permit issuance. The following shall be required prior to plat sign off;
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a CADD file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision..
 - b) All information shall transmitted to Janet Dailey by e-mail at jdailey@cityofmadison.com, or on a CD to:

Janet Dailey
City of Madison Engineering Division
210 Martin Luther King Jr. Blvd
Room 115
Madison, WI 53703
 - c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.

The Developer shall put the following note on the face of the plat:

LOTS / BUILDINGS WITHIN THIS SUBDIVISION / DEVELOPMENT ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE AT THE TIME BUILDING PERMIT(S) ARE ISSUED.

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.
- 2.8 The Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
 - a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.
 - b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.9 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
 - a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
 - b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.
- 2.10 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
 - a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
 - b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division. The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

- 2.11 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
 - a. The property owner reserves the right to use and occupy the Public Water Main Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public water main facilities.
 - b. No above-ground improvements will be allowed in the Public Water Main Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
 - c. Plantings and landscaping within the Public Water Main Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
 - d. The property owner shall not change the grade of the Public Water Main Easement Area(s) without the prior written approval of the City's Engineering Division.
 - e. The Public Water Main Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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.

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- 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.
- 3.18. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department - dkahl@cityofmadison.com or 266-4816.

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.
- 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) off of new paved surfaces
 - Control 80% TSS (5 micron particle) off of new paved surfaces
 - Provide infiltration in accordance with Chapter 37 of the Madison General Ordinances
 - Provide substantial thermal control.
 - Provide oil & grease control from the first 1/2" of runoff from parking areas.
 - Complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website – as required by Chapter 37 of the Madison General Ordinances.

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.

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- 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, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only 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) All Underlying Lot lines or parcel lines if unplatted
 - g) Lot numbers or the words "unplatted"
 - h) Lot/Plat dimensions
 - i) Street names

All other levels (contours, elevations, etc) are not to be included with this file submittal.

NOTE: Email file transmissions preferred izenchenko@cityofmadison.com . Include the site address in the subject line of this transmittal. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file.

- 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).

- 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.

- 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.

- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 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. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 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, invert elevation, and alignment of the proposed service.



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608 266 4761
TTY 866-704-2315
FAX 608 267 1158

September 5, 2008

TO: Plan Commission

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

SUBJECT: **6901 Littlemore Drive – Rezoning – PUD (GDP) to PUD (SIP) – Amend Reston Heights Multi-Family GDP& SIP approval for 158 Apartments**

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

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

1. None

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. The applicant shall modify the sidewalk with 2 ft overhang by pool area to 7 ft wide sidewalk or add a 3 ft grass terrace to use for vehicle overhang.
3. The applicant shall indicate the type of bicycle racks to be installed.

GENERAL OR STANDARD REVIEW COMMENTS

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

4. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), 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'.
5. The intersection shall be so designed so as not to violate the City's sight-triangle preservations 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. 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: Randy Bruce
Fax: 836-6934
Email: rbruce@knothebruce.com

DCD: DJM: dm

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**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: September 15, 2008

To: Plan Commission

From: Patrick Anderson, Assistant Zoning Administrator

Subject: 6901 Littlemore Dr., Reston Heights/Reston Commons

Present Zoning District: PUD(GDP)

Proposed Use: 158 apartment units, five buildings.

Requested Zoning District: PUD/PCD-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. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.
2. Meet all applicable State accessible requirements, including but not limited to:
 - a. Provide a minimum of seven accessible stalls striped per State requirements. 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 stalls. Accessible signs shall be a minimum of 60" between the bottom of the sign and the ground.
 - c. Show the accessible path from the stalls to the building. The stalls shall be as near the accessible entrance as possible. Show ramps, curbs, or wheel stops where required.
3. Lighting is required. Provide a plan showing at least .5 foot candle on any surface on any lot and an average of .75 footcandles. The max. light trespass shall be 0.5 fc at 10 ft from the adjacent lot line. (See City of Madison lighting ordinance).

4. The expected need for bicycle parking is one space per dwelling unit, therefore a reduction in the number of bicycle parking spaces required is not recommended for approval. The bike parking stalls shall be in a safe and convenient location on an impervious surface to be shown on the final plans.
5. In regard to the provision of off-street loading berths, the applicant has not provided a designated off-street loading area for this project, and therefore requests a waiver of said requirement with this request. It appears loading needs will be managed through the existing parking lot access aisles, which may be in conflict with fire access plans.
6. Show the qualifying useable open space on the final plans.

R-4 ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	2,000 s.f. per DU	8.62 Acres
Lot width	50'	738'
Usable open space	500 s.f. per unit (79,000)	150,423 (6)
Front yard	25'	As shown on plans
Side yards	Dep. on # units & bldg size	As shown on plans
Rear yard	35'	As shown on plans
Building height	2 st/35', PRD 3 stories	Bldg. #4 and 5, 3 stories

Site Design	Required	Proposed
Number parking stalls	1 per unit (158)	264 (173 undergrnd, 91 surfc.)
Accessible stalls	Multi-family, yes (7)	(7) 2-underground
Loading	1 (10' x 35') area	0 (Waiver requested) (5)
Number bike parking stalls	1 stall per unit (158)	104 (4)
Landscaping	Yes	As shown on plans
Lighting	Surface pkg, yes	

Other Critical Zoning Items	
Flood plain	No
Utility easements	Yes
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-4 district, because of the surrounding land uses.



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: 7/29/08
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: **6901 Littlemore Dr.**

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

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

1. Provide fire apparatus access as required by Comm 62.0509 and MGO 34.19, as follows:

Provide a fire lane that extends to within 150-feet of all exterior portions of the structure, or it can be extended to within 250-feet if the building is fully sprinklered. For buildings #4 & #5, note if buildings are fully sprinklered.

GENERAL OR STANDARD REVIEW COMMENTS

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

1. 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.

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

cc: Bill Sullivan