

July 21, 2008

TO: Tim Parks, Department of Planning and Development
City of Madison Plan Commission
City Engineering Division

FROM: Bruce Simonson Architect

RE: Sequoya Commons Phase II
SIP Submittal – Supplemental Drawings



Dear Tim,

Attached are five full-size sets of supplemental plans for City of Madison Engineering Division review. Also included are twelve sets of the drawings reduced to 11 x 17 size for distribution to Plan Commission members. The plans are intended to demonstrate the Owner's preference for using a double entry arrangement in providing access to the underground parking garage at Sequoya Commons Phase II. The attached drawings include site, elevation, plan and section drawings that illustrate both a single Midvale entrance with a 5% grade as well as the double entry option that maintains the Caromar entrance as originally proposed along with another entrance off Midvale using a 12% grade. The purpose of the two alternatives is to help evaluate both neighborhood concerns related to the traffic impact of a Caromar garage entrance and our concerns regarding safety, constructability, and the overall aesthetics of the project. We feel that the dual entry option will significantly reduce traffic on Caromar and yet keep the essential elements of the plan that we feel are important in tact.

Advantages of the double entrance as proposed are as follows:

1. Caromar traffic impact is mitigated by a secondary Midvale option to enter and exit the site for residents of the project that are arriving from the south on Midvale or leaving the parking garage and headed north. This should divert at least 50% of new resident traffic impact away from Caromar. This along with all other safety improvements already agreed to will minimize pedestrian and traffic impact resulting from Phase 2 of Sequoya Commons.
2. The 12% grade option retains the majority of the 30' buffer green space and storm water retention area along the north property. The use of the 30' setback as a retention area and screening of the adjacent parking lot is critical to maintain the appeal of these units that would otherwise face a concrete drive and parking lot. The Midvale entrance at the 12% grade is adjacent to the Midvale Heights open space along Midvale and provides an attractive green space for those Sequoya Commons units facing the new entrance drive. This option only affects the loss of decks on three first floor units.

Sequoia Commons Phase II
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3. Having two entrances addresses our concerns regarding the function of a 12% grade in winter conditions. As long as another option is available for residents to access and exit the site in those conditions, we are comfortable that it will function under normal weather conditions. We still have concerns regarding residents being subjected to hazardous conditions leaving the site on Midvale; however we feel less concerned if residents aren't forced to use Midvale as their only alternative.
4. The impact of the massing of the north elevation is minimized by the ability to hold the grade 5' higher along the north property line as well as the ability to plant large trees and landscaping to help screen the parking lot to the north.

Disadvantages of a double entrance verses the single Caromar entrance as originally proposed:

1. Loss of three underground parking stalls
2. Potential for traffic accidents at the Midvale entrance and at the Ames U-turn movement are much higher than on Caromar.
3. Loss of 30% of green space/retention area along the north property line
4. Elimination of three decks for residents along the Midvale drive entrance.
5. Some negative impact to the apartment property to the north.
6. Additional cost to construct second access point is not insignificant.

We have also addressed the issue of unit-mix and we have agreed to provide four three bedroom units. This modification is shown on the attached building plan.

As noted above the double entry option is a plan that the Owners can support because they feel it is the best solution that addresses many of the issues brought forward by both neighbor residents and the development team. We hope these proposed solutions will move the project forward with the interest of all parties being addressed while maintaining the integrity of the project.

Sincerely,



Bruce Simonson Architect
bruces@artechdgn.com
423-643-0610

Plan Commission Submittal

Sequoia Commons - Phase II

A Mixed-Use Project at 515 South Midvale Boulevard
Madison, Wisconsin

July 21, 2008

Site



Location Map

Owner • Developer
MIDVALE PLAZA JOINT VENTURE L.L.P.
120 East Lakeside Street
Madison, Wisconsin 53711

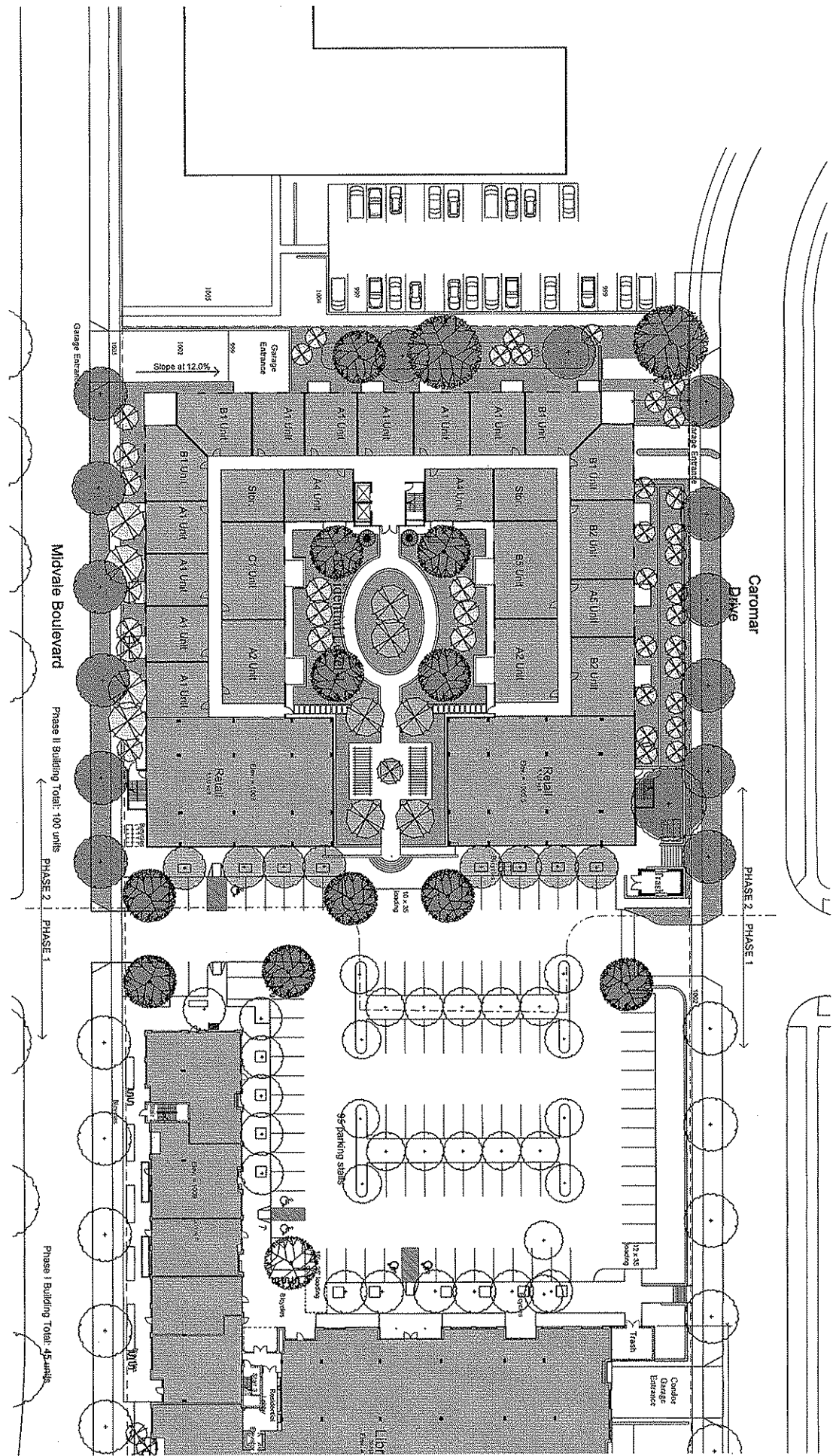
Architect • Planner
BRUCE SIMONSON - ARCHITECT
1410 Cowart Street
Chattanooga, Tennessee 37408
Telephone (423) 265-4313

Civil Engineers
BURSE SURVEYING & ENGINEERING, INC.
1400 East Washington Avenue, Suite 158
Madison, Wisconsin 53703
Telephone (608) 250-9263

Building Data Phase II
Proposed New Construction: 178,486 s.f.
Parking - 48,356 square feet
Retail - 10,650 square feet
Residential - 118,489 square feet
Total Apartment Units: 100
Total No. of Bedrooms: 141
One Bedroom Units: 39
Two Bedroom Units: 37
Three Bedroom Units: 4
Underground Parking Stalls: 136

Index of Drawings

Sheet No.	Sheet Title
-	Cover Sheet
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A2	Best Entry - North Building Elevation
A3	Best Entry - Parking Level Plan
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A6	Single Entry - North Building Elevation
A7	Single Entry - Parking Level Plan
A8	Single Entry - Driveway Section
A9	Typical Residential Level Building Plan



Midvale Plaza Joint Venture

Aug 21, 2008

Dual Entry Site Plan - 12% Slope from Midvale Blvd.

Sequoia Commons Phase II

515 S. Midvale Blvd. Madison, Wisconsin

Bruce Simonson · Architect

A1

Apr 21, 2008

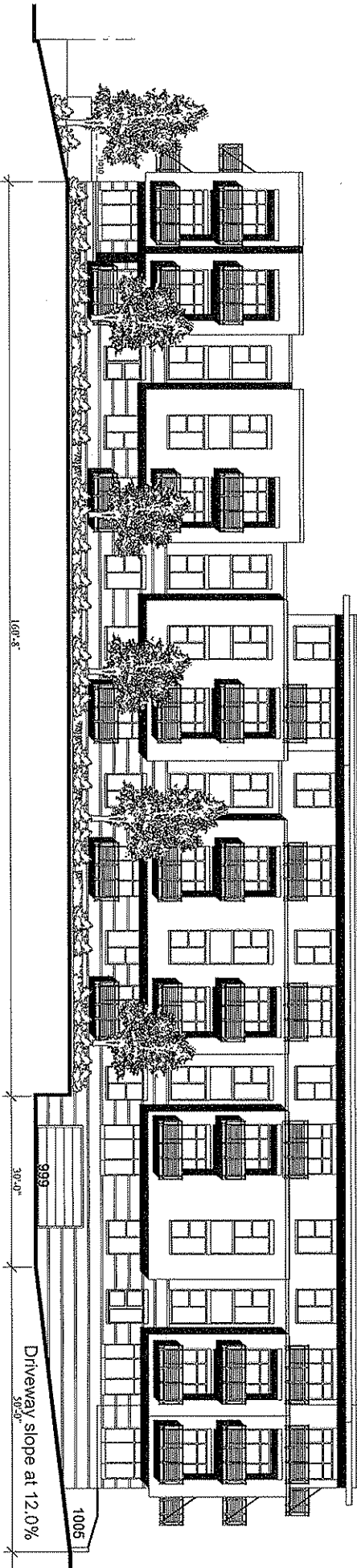
Midvale Plaza Joint Venture

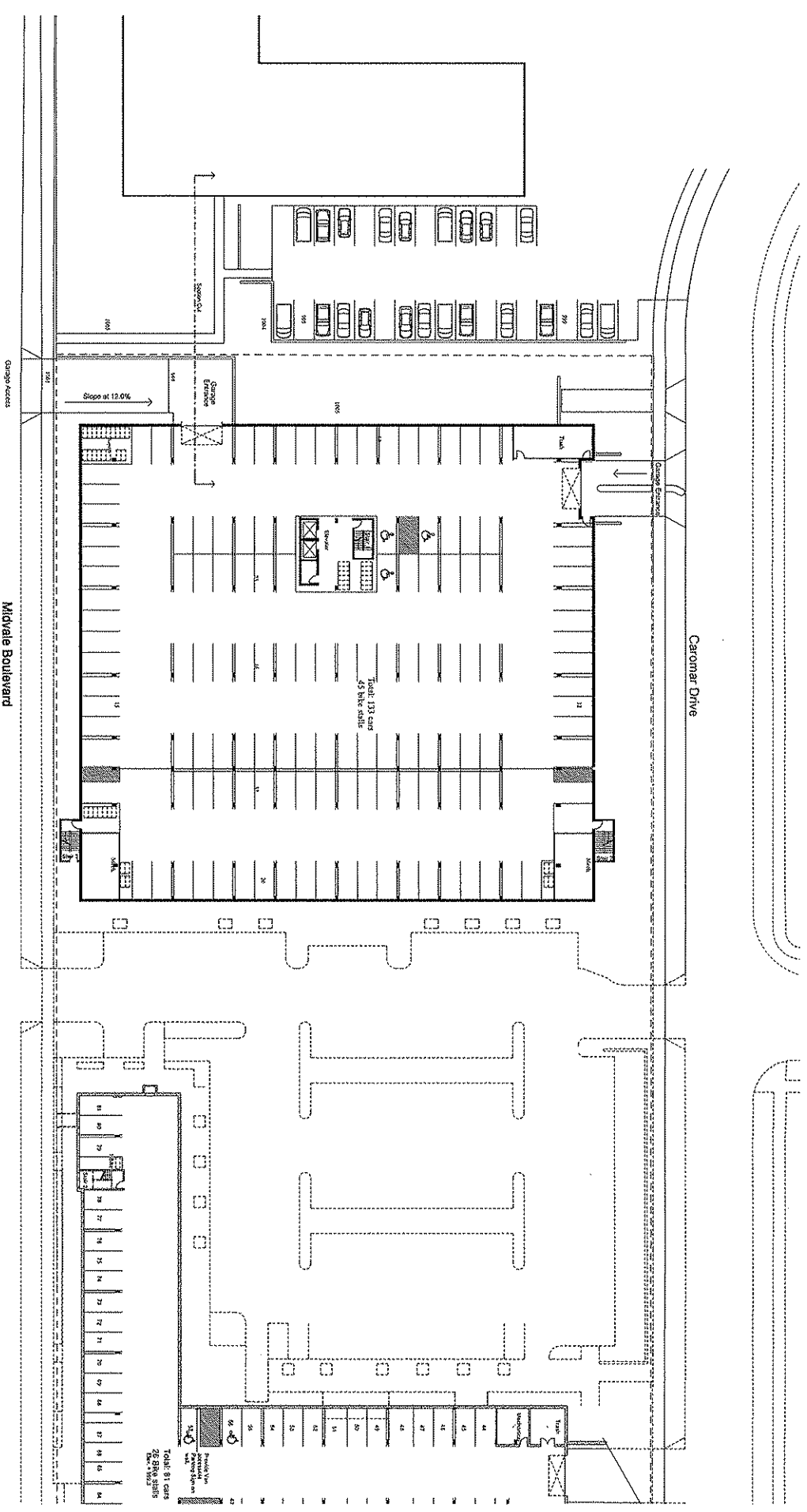
Dual Entry - North Building Elevation

Bruce Simonson - Architect

Sequoya Commons Phase II
515 S. Midvale Blvd. Madison, Wisconsin

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Midvale Plaza Joint Venture

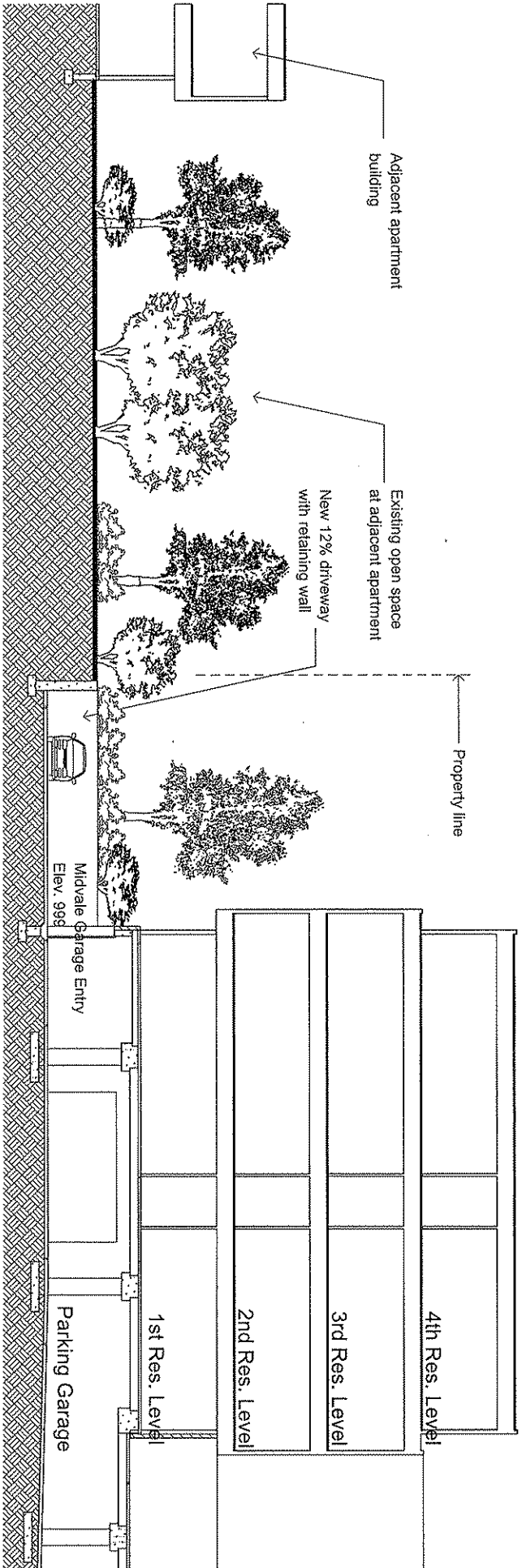
July 21, 2008

Dual Entry - Parking Garage Plan

Sequoia Commons Phase II
 515 S. Midvale Blvd. Madison, Wisconsin

Bruce Simonson - Architect

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Dual Entry - Section at 12% Sloped Driveway Garage Entry

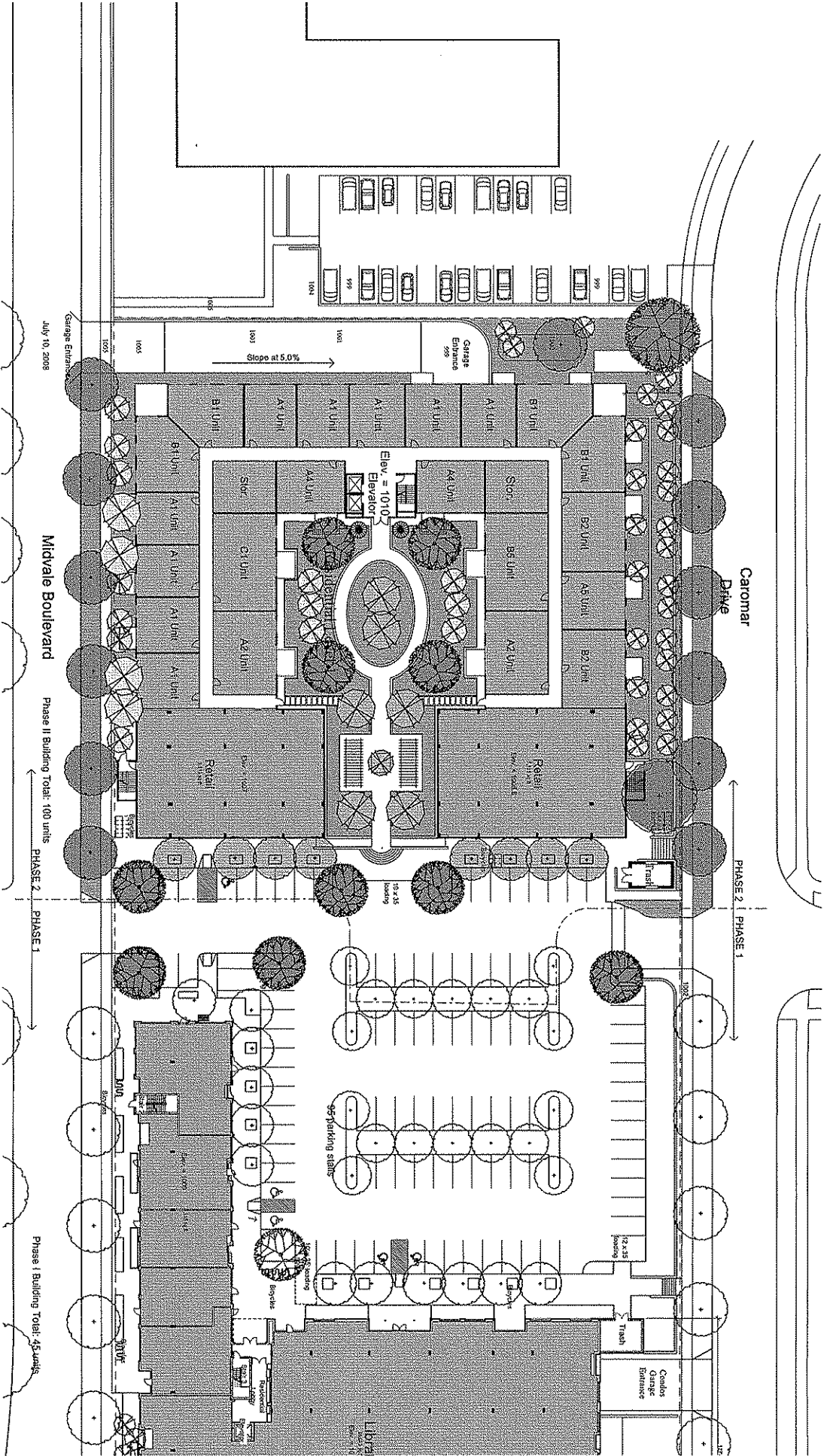
Midvale Plaza Joint Venture

Bruce Simonson - Architect

May 21, 2008

Sequoya Commons Phase II
 515 S. Midvale Blvd. Madison, Wisconsin

A4



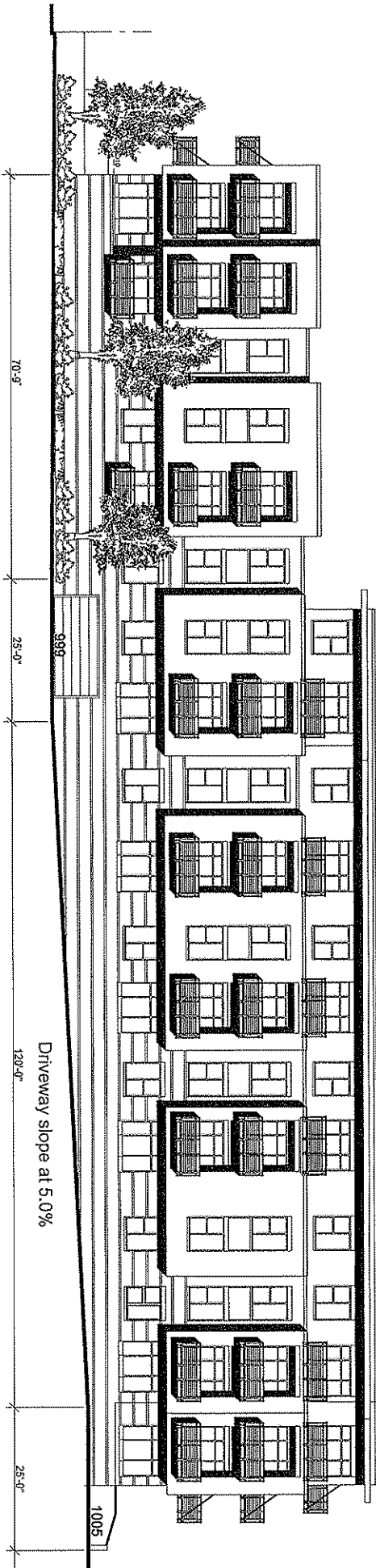
July 21, 2008

Single Entry Site Plan - 5% Slope from Midvale Blvd.

Bruce Simonson - Architect

Sequoia Commons Phase II

515 S. Midvale Blvd. Madison, Wisconsin



Midvale Plaza Joint Venture

Aug 21, 2008

Single Entry - North Building Elevation

Sequoia Commons Phase II
 515 S. Midvale Blvd. Madison, Wisconsin

Bruce Simpson - Architect

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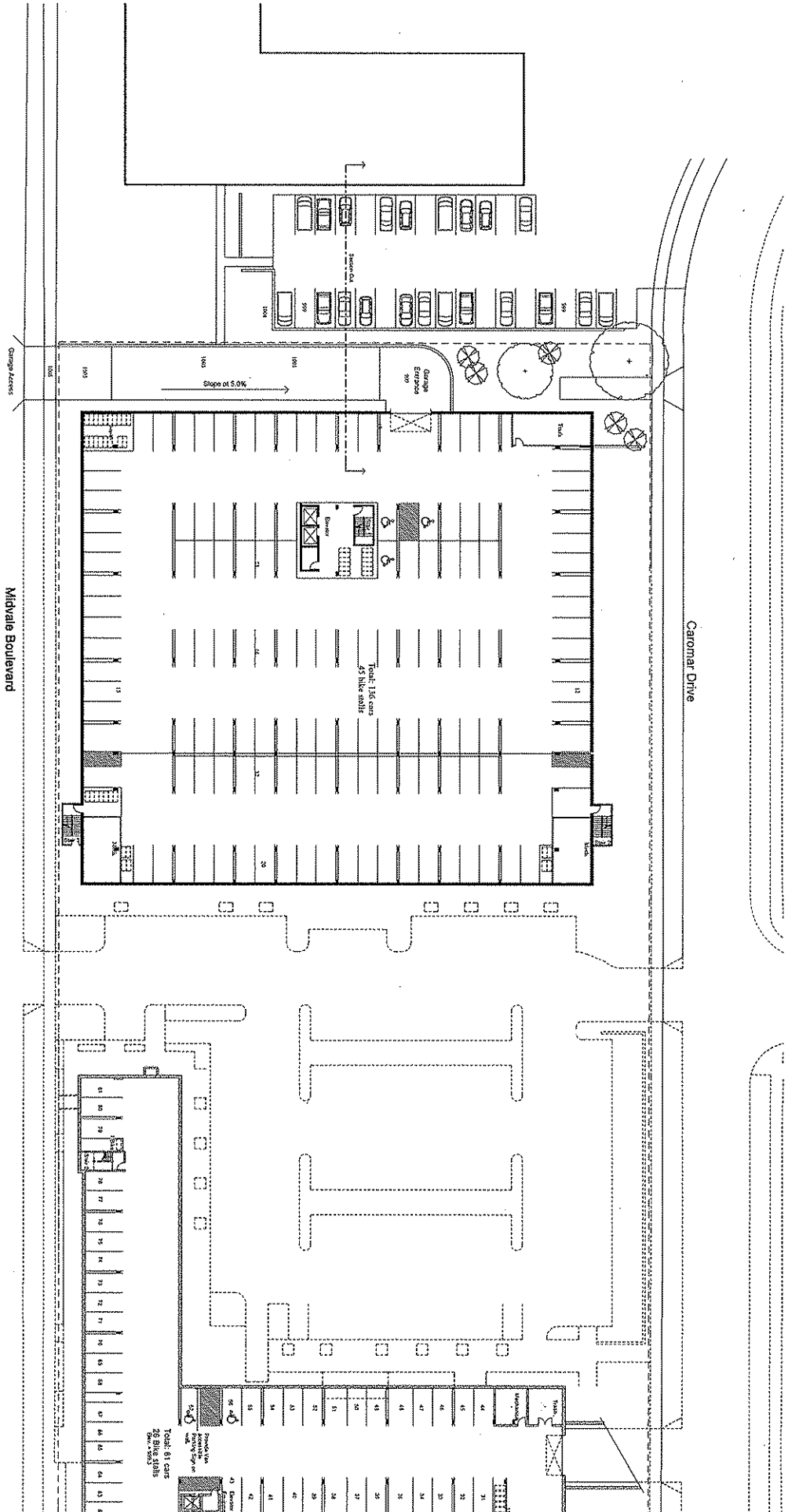
Sequoya Commons Phase II

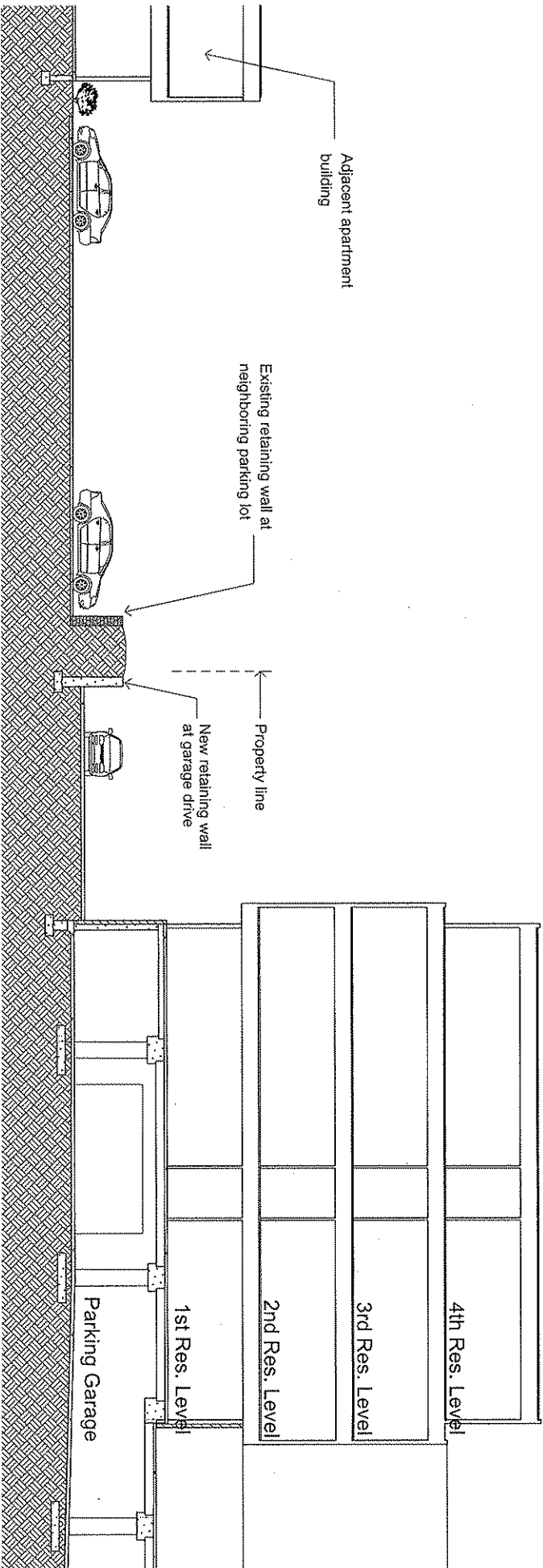
515 S. Midvale Blvd. Madison, Wisconsin

Bruce Simonson - Architect

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Single Entry - Parking Garage Plan





Single Entry - Section at 5% Sloped Driveway

Midvale Plaza Joint Venture

Aug 21, 2008

Sequoya Commons Phase II
 515 S. Midvale Blvd Madison, Wisconsin

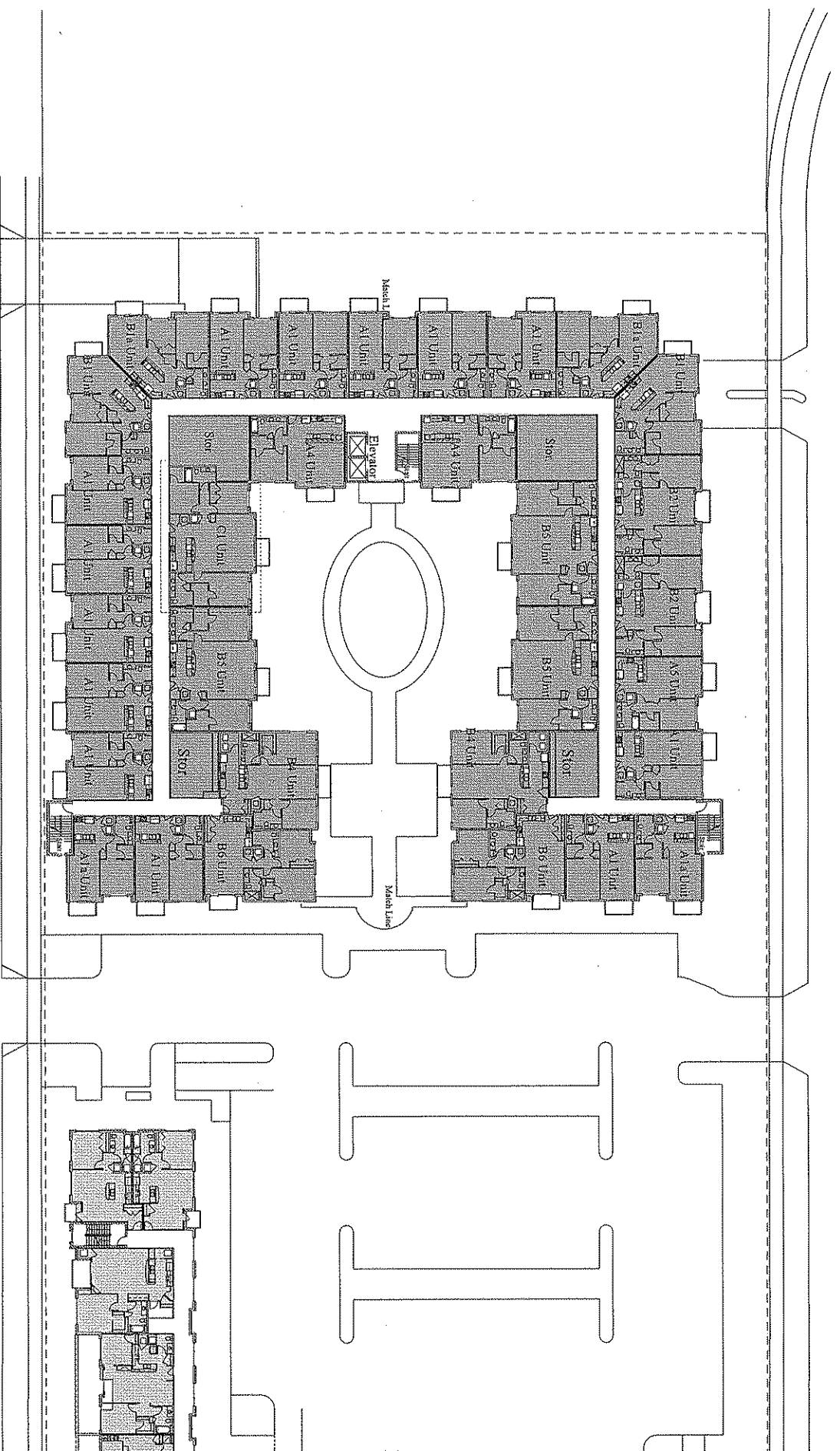
Bruce Simonson - Architect

Typical Residential Level Building Plan

Sequoya Commons Phase II
515 S. Midvale Blvd. Madison, Wisconsin

Bruce Simonson - Architect

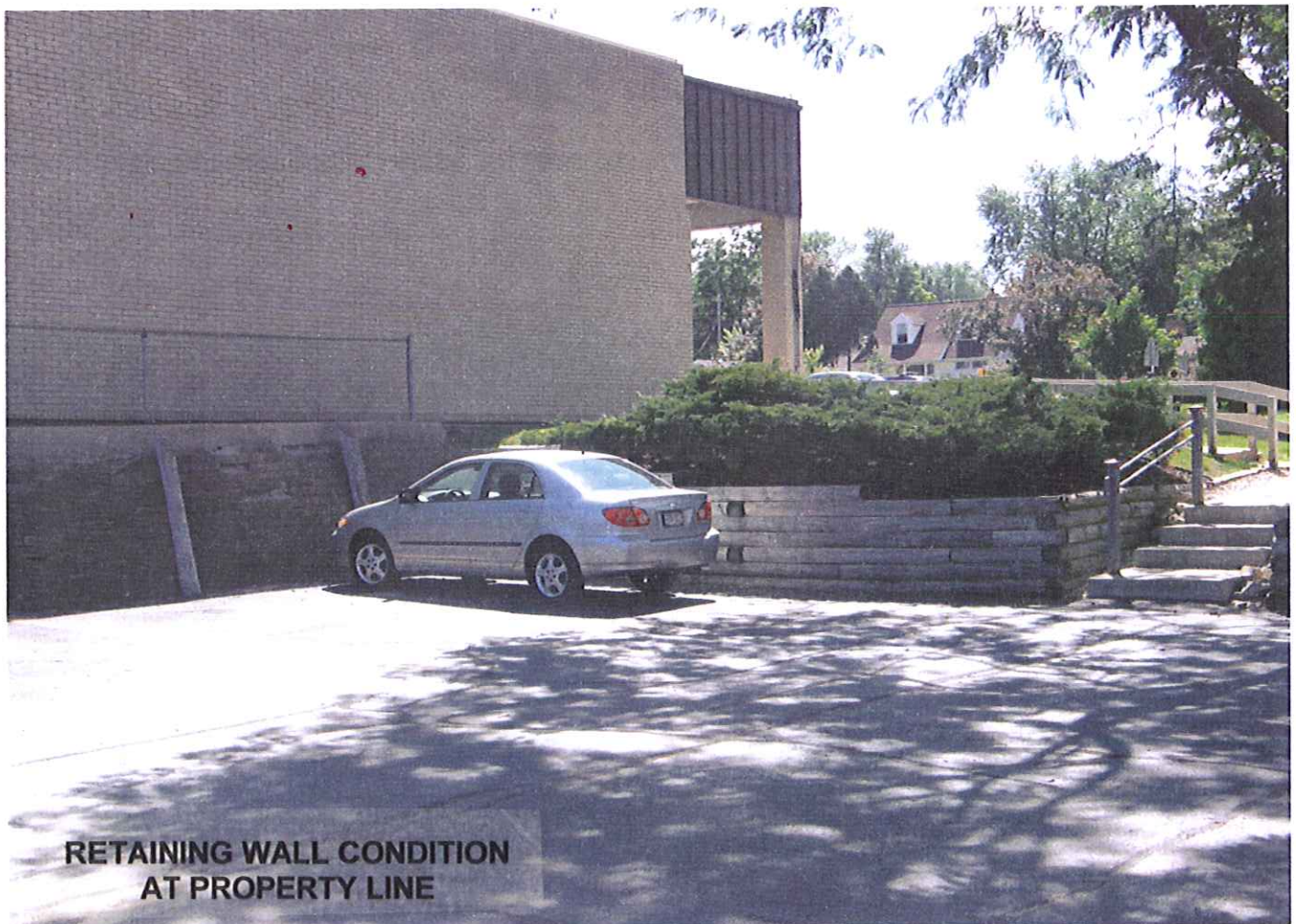
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**GREEN SPACE AT PROPERTY LINE
ON S. MIDVALE BLVD.**

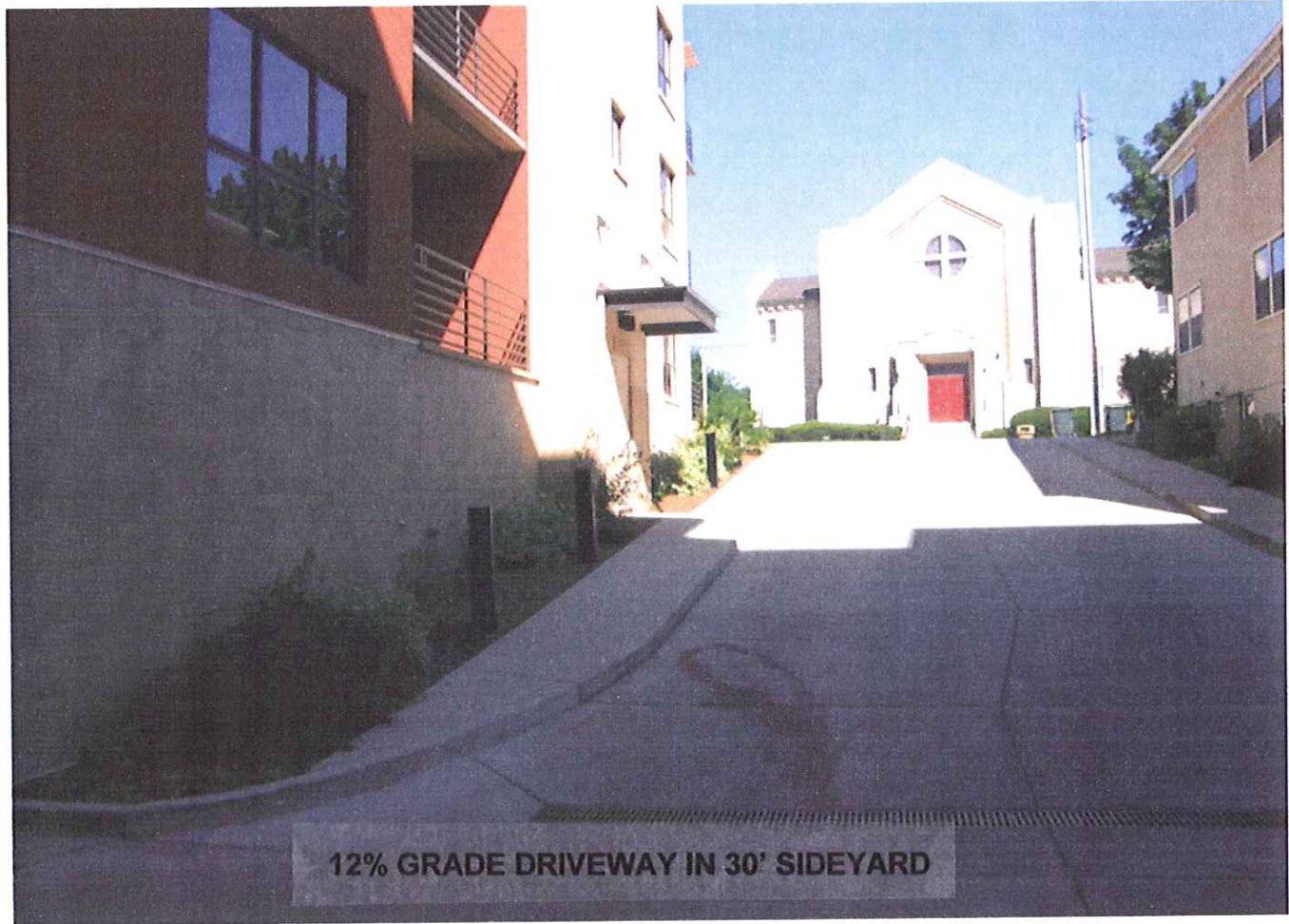
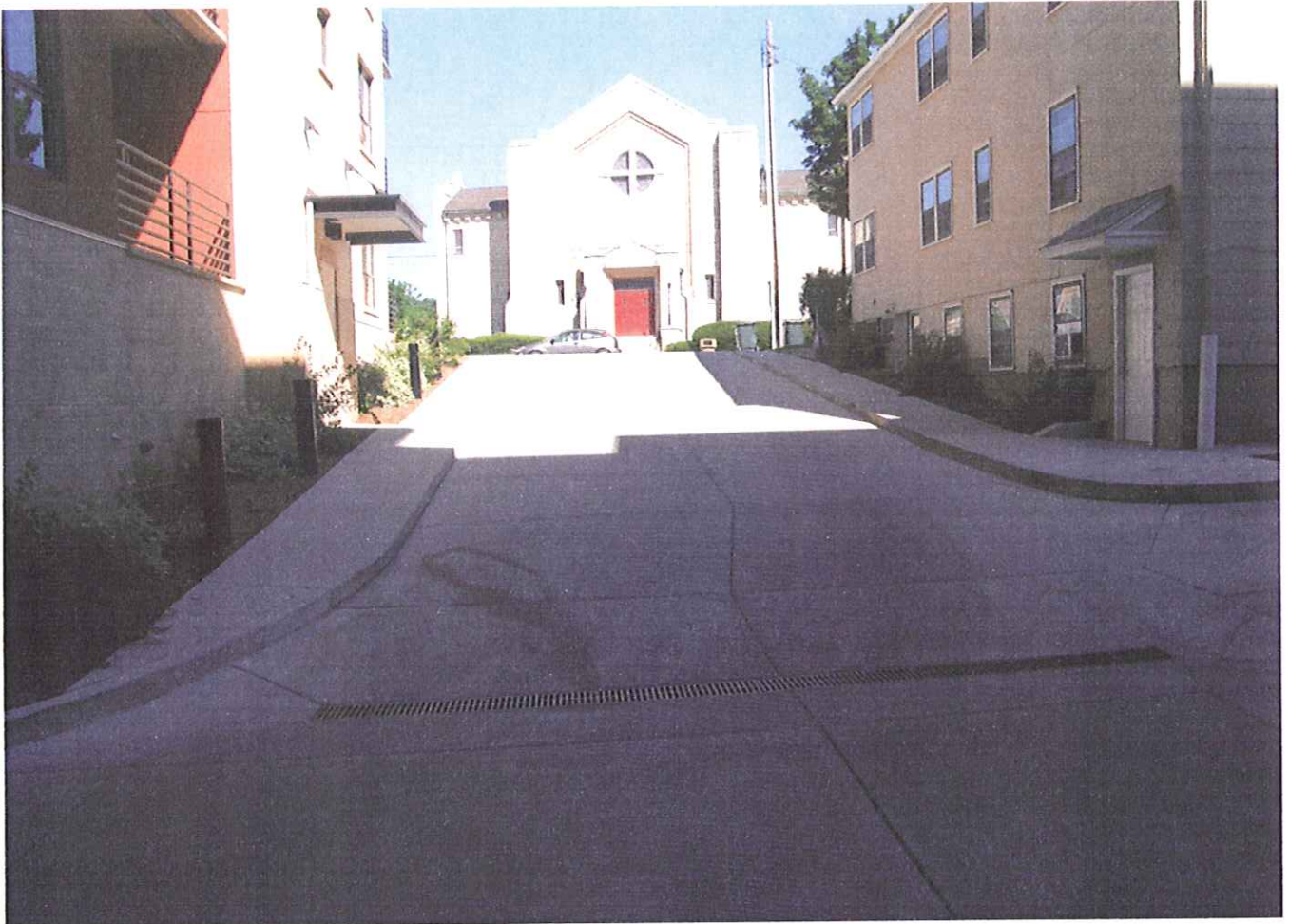


**RETAINING WALL CONDITION
AT PROPERTY LINE**



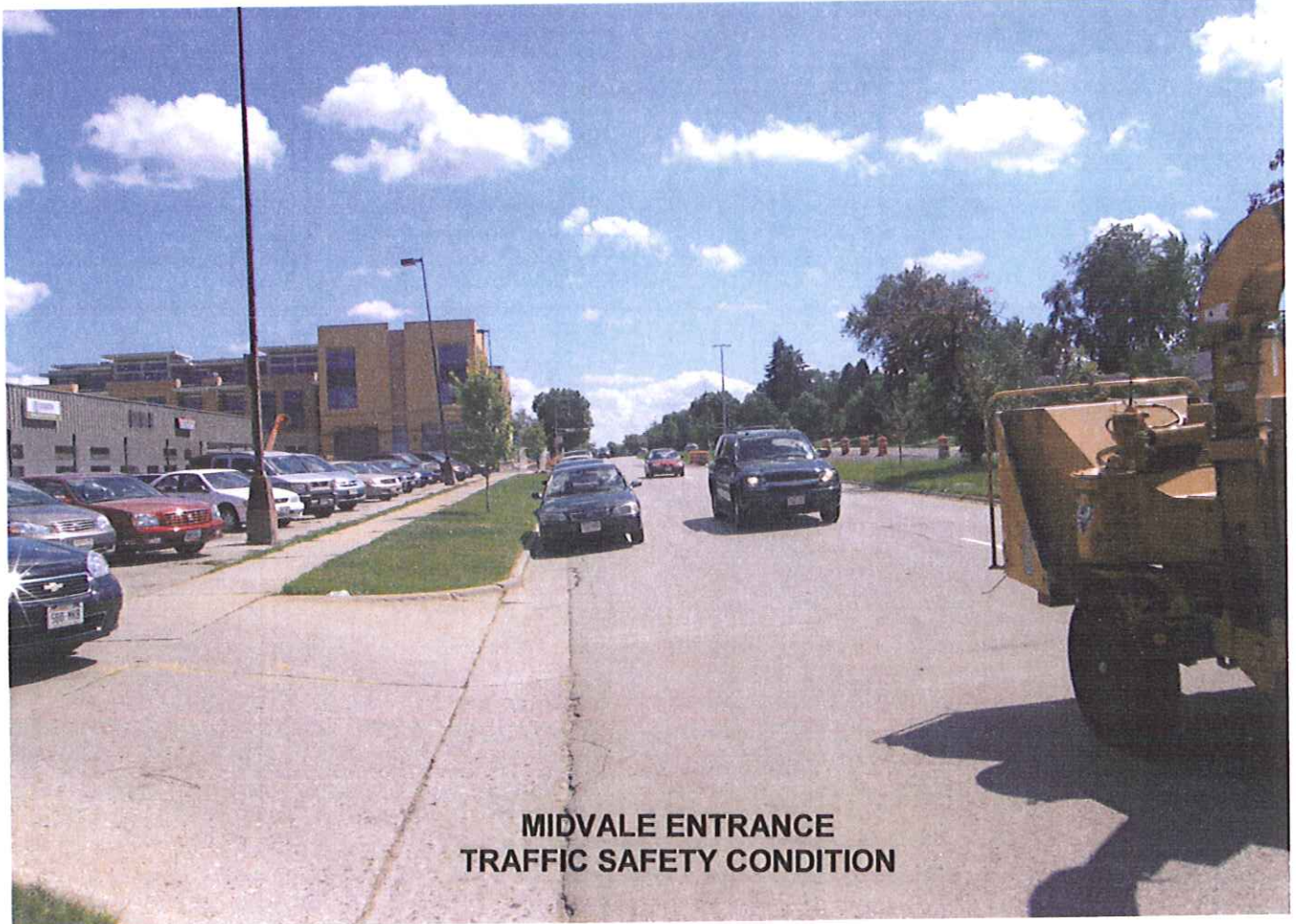
**KENNEDY POINT RAIN GARDEN
GREENSPACE BUFFER AREA IN 30' SETBACK**







ADJACENT PROPERTY RETAINING WALL



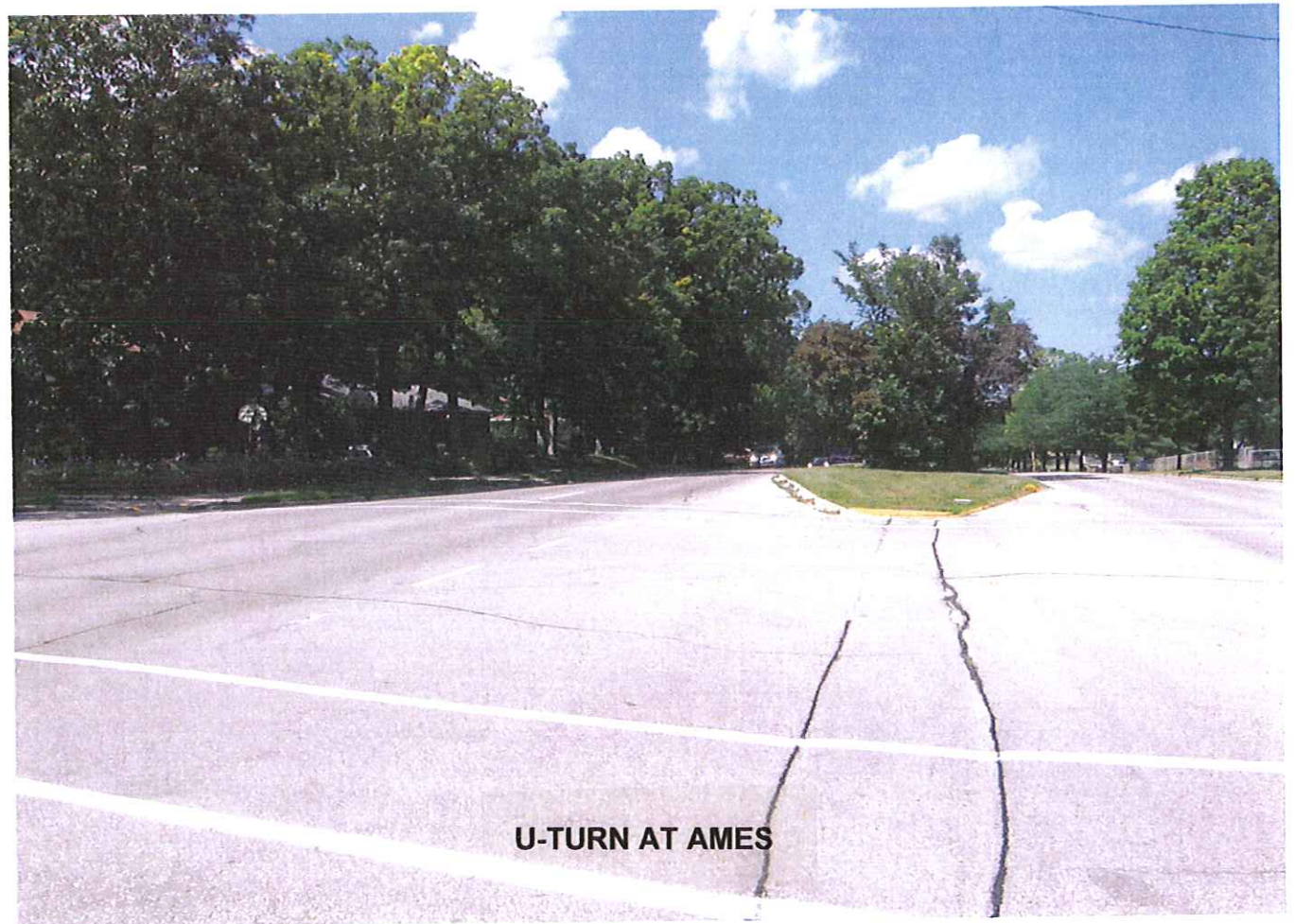
**MIDVALE ENTRANCE
TRAFFIC SAFETY CONDITION**



MIDVALE HEIGHTS APARTMENTS PARKING LOT



**RESIDENCE ACROSS STREET FROM
CAROMAR GARAGE ENTRANCE**



U-TURN AT AMES