

ADDENDUM
PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
Of July 30, 2008

RE: I.D. #10643: Zoning Map Amendment I.D. 3367 To Rezone 515 S. Midvale Boulevard from PUD-GDP to PUD-SIP

On July 7, 2008, the Plan Commission referred a request to rezone the 3.6-acre subject site located at the northeastern corner of S. Midvale and Tokay boulevards from PUD-SIP to Amended PUD-GDP-SIP for 30 days to allow the applicant to submit plans for a Midvale Boulevard driveway alternative to provide access to the underground parking level for the 100-unit apartment building for the second phase of the Sequoya Commons Planned Unit Development. The three- and four-story Phase II building also includes 10,650 square feet of first floor commercial space. The Commission asked that the Traffic Engineering Division review the revised plans and provide a report as well as provide information regarding traffic calming, and also asked that the applicant address questions raised by staff regarding the proposed unit mix in the second phase building.

The applicant has submitted supplementary plans for the Phase II building that provide two alternatives for providing access to the underground parking level in addition to the earlier proposal to provide access solely from Caromar Drive. The first option calls for the driveway from the underground parking to Caromar Drive to be maintained and for a second parking entrance to be constructed along the north wall of the building with a driveway leading to S. Midvale Boulevard. The driveway to Midvale in this alternative is steeply pitched with a 12% slope, which in most cases would be the maximum grade an exposed driveway would be allowed to be constructed with under City ordinances. The applicant estimates that approximately half of the vehicles accessing the underground parking would utilize the S. Midvale Boulevard entrance except in those cases when the driveway could be closed due to slippery conditions primarily in winter. Drawbacks to the second driveway noted by the developer include the loss of three residential balconies along the northern façade overhanging the proposed Midvale driveway, the loss of three parking stalls in the garage below building, resulting in a 133-stall garage, and the loss of about 30% of the greenspace provided within the 30-foot setback between the building and northern property line.

The second alternative submitted by the applicant calls for the elimination of the Caromar Drive parking entrance and the construction of a longer, more gently sloped driveway into the garage from S. Midvale Boulevard. The driveway in this scenario would have a 5% slope, which would allow it to provide access to a 136-stall garage year-round. While this scenario provides the same amount of underground parking as the Caromar-only option originally presented, it results in the elimination of five balconies along the northern façade as well as most of the 30-foot deep greenspace and rain gardens proposed along the northern property line.

The applicant indicates that 4 three-bedroom units will be added to the unit mix in the predominantly one- and two-bedroom apartment development in both scenarios described above.

The Planning Division believes that all three of the options before the Commission – the original proposal to take access solely from Caromar, the proposed alternative to take access solely from Midvale and the dual access option – have benefits and drawbacks and that any of the three could be approved. The Caromar Drive option originally proposed by the applicant has caused concerns about traffic impacts from the neighborhood to the east of the site but provides the most open space for the development by providing unimpeded greenspace along the north wall of the building as well as balconies for all of the units. The S. Midvale Boulevard-only driveway option removes traffic accessing the underground parking from the neighborhood but severely reduces the greenspace along the northern property line and eliminates most of the balconies along that first floor facade. The dual access option will also result in some reduction of greenspace along the northern border of the property and the loss of three balconies on the first floor, though this option would likely result in less potential traffic impact on the neighborhood to the east.

Given the density of both the Phase II building and the overall Sequoya Commons project, the Planning Division feels that preserving as much open space as possible should be an important consideration for the Plan Commission when determining which alternative should proceed. To that end, staff does not recommend that the driveway with the 5% slope or a singular entrance to S. Midvale Boulevard with a 12% slope be approved. Planning staff does not oppose either of the other two alternatives. The Commission could recommend approval of the Caromar Drive entrance originally proposed, or the newly proposed dual access alternative, the latter of which would result in a distribution of traffic from the apartment building while preserving a reasonable amount of open space for the development.

In closing, the Planning Division recommends that the Plan Commission forward a **substitute** for Zoning Map Amendment 3367, rezoning 515 S. Midvale Boulevard from Planned Unit Development, Specific Implementation Plan (PUD-SIP) to Amended Planned Unit Development, General Development Plan/ Specific Implementation Plan (PUD-GDP-SIP), to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies, include conditions #2, 3, 4 & 6 of the July 1, 2008 Planning Division report.
2. That the floorplans for the project be amended to clearly identify each dwelling unit type, including which of the two-bedroom units contain dens that could be occupied as three-bedroom units. The final plans for all dwelling units shall be approved by staff. [Replaces condition #5 of the July 1, 2008 report.]



Traffic Engineering and Parking Divisions

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July 28, 2008

TO: Plan Commission

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

SUBJECT: **Referral of 515 South Midvale Boulevard – PUD (GDP-SIP) – Staff Comments on Plan Commission Referral to Review Plans for Midvale Blvd Driveway Alternative**

At its meeting of July 7, 2008, the Plan Commission referred the rezoning to allow the applicant to submit plans for a Midvale Boulevard driveway alternative and have the Traffic Engineering Division review the plans and provide a report.

These comments are in addition to staff's original comments to the Plan Commission dated June 26, 2008.

Based on the plans and information submitted by the developer, staff has the following comments.

Background

As noted on the attached excerpt dated July 24, 2006, the Common Council conditionally approved the subject GDP and Phase 1 SIP on July 18, 2006 with several specific Council and Plan Commission conditions.

One specific condition related to access for the Phase 2 SIP was the following:

"The Plan Commission added the following specific conditions at their June 19, 2006 meeting.

4. Approval of the residential garage entrance onto Caromar Drive for the Phase 2 building shall be determined at the time the developer requests Specific Implementation Plan approval for that building."

Specific Plans for a Midvale Blvd Driveway Alternative from the Developer

1. The plans submitted by the developer related to a driveway alternative on Midvale Boulevard are reasonable and accurate, subject to the following comments.
2. The 12% grade driveway option is a reasonable option, however, it is at the upper range of acceptable standards, and also would require additional or special measures such as

additional ramping for transitions, as well as extra maintenance measures and an overhead cover of the ramp to deal with snow and ice. During the summer months, a ramp of 12% works fine; however, during the winter and snow and ice conditions, this gradient is problematic. Typically, developments that use this range of driveway slope have some type of site constraint(s), and provide a protective cover atop the ramp and a rigorous and regular salt and sand treatments in inclement weather.

3. The design or turn (radius) at the end of the driveway ramp just before the garage is a concern as it is rather tight. This type of turn makes seeing oncoming cars challenging and may cause some backups on Midvale Boulevard as vehicles wait to take their turn in line or wait for the ramp to be clear. Weather conditions will make this turn worse, especially with the 12% grade or slope. Cars entering and exiting the garage will have to take this turn slowly, making it harder to get traction so they may get stuck on ice or snow.
4. The 5% or less grade driveway option, with a turn at the garage as shown, is a more typically accepted design.
5. A 12% or more grade driveway option, with a turn at the garage as shown, is an atypical design—and typically requires a straight-in design (with no turns).
6. The proposed driveway on Caromar Drive shown on the new plans cannot have the island extend past the sidewalk into the public right of way. There is no objection to an island separating traffic flows on private property, however, the island can't extend into the right of way, as it is an obstacle, and therefore not permitted. The proposal for a right turn only out of this driveway will have to be enforced by the private property owner, as experience will find compliance is difficult to achieve due to Madison Police Department resources.
7. The truck access proposed on Caromar is not able to be approved, as the site already has the maximum number of driveways on Caromar allowed for under the ordinance. However, that side of Caromar Drive is posted "No Parking Anytime" which allows for the same functions; the existing signage on the street allows for stopping, standing, and loading and unloading.

ADDITIONAL, TECHNICAL COMMENTS ON NEW PLANS FROM DEVELOPER ON MIDVALE BLVD DRIVEWAY ALTERNATIVE

8. The ramps down to the underground parking and its percent slope shall be designed to accommodate low-clearance vehicles for a transition. The ramp breakover angle (limited by vehicle wheel-base and ground clearance) and angles of approach (affected by front overhang of vehicles) and departure (affected by rear overhang) are critical vehicle clearance points. Standards established by the Society of Automotive Engineers limit the ramp breakover angle to no less than 10 degrees; angle of departure, no less than 10 degrees; and angle of approach, no less than 15 degrees. The applicant shall provide a profile of the ramp showing the slopes critical clearance, when plans are submitted for approval. The applicant should explore ramp slopes (grades) less than 10 % that can be blended satisfactorily with an 8-foot transition length. Also, the applicant shall demonstrate on the plan that Midvale Blvd. vehicles turning ingressing and egressing the underground parking area can be accommodated in the tight area without encroaching onto the adjacent vehicle lane.
9. The applicant shall modify any driveway to comply with M.G.O. 10.08(3)(b), such that no

entrance shall be closer than five (5) ft. to an adjacent property line. In addition, the driveway approach flare shall not extend in front of the adjacent property. The applicant shall modify the plan so no part of the driveway approaches shall extend in front of the property belonging to a person other than the permittee unless both property owners sign a joint application for a permit or driveway radii waiver letter prior to submittal of plans for approval.

10. "Stop" and "No Left Turns" signs shall be installed at a height of six (6) feet to the bottom of the first sign at all driveway approaches to S. Midvale Blvd. and a "Stop" sign shall be installed at a height of seven (7) feet at the Caromar Drive driveway approaches. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
11. The applicant shall submit with the parking lot plans a letter of operation of the doors to the ramp; a detail drawing of the area showing queuing of at least two vehicles from Midvale Boulevard and/or Caromar Drive approaches such that vehicles will not be blocking pedestrians' use of the sidewalk.

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

Contact Person: Joe Krupp
Fax: 608-249-2053
Email: jkrupp@kruppconstruction.com

DCD: DJM: dm

TO: Members of the Plan Commission
FR: Concerned Neighbors of Sequoya Commons c/o Bonnie McMullin-Lawton
Date: July 23, 2008 (CNAC)
RE: Sequoya Commons Phase II

At the upcoming August 4 Plan Commission meeting, we will have some comments to make that refer to the attached sketches and profiles. We hope these advance copies of our presentations will be helpful.

Attached:

A sketch from the original GDP approved by the Plan Commission and Council in 2006 showing a Midvale Blvd entrance to Phase II.

The letter of intent from the approved 2006 plan. See page 3 paragraph concerning a change to Caromar Drive entrance if Phase II is condominiums.

A section showing the step-back from two stories to four stories on the Caromar Drive side of Phase II.

A sketch prepared by Earl Reichel, Registered Professional Engineer – retired and member of the Westmorland community, of a potential Midvale Blvd entrance to Phase II **external** to the building. On the same page, Mr. Reichel also prepared a section drawing of the impact of this ramp on the north face of the building if enclosed.

A sketch prepared by Mr. Reichel of a potential Midvale Blvd entrance to Phase II **internal** to the building with a slope of 5.33%.

A sketch prepared by Mr. Reichel of the impact of the above interior garage entrance on the first floor apartments.

Thank you for your consideration,

Bonnie McMullin-Lawton
Anna Strenski
Janet Hanson

Chris Schmidt
Mimi Levinson
Wynn Davies

Caromar Drive

Garage Entrance

TRASH

Stair

150' @ 5.33% Slope

20'

1/5

57

1/5

57

1/5

57

1/5

57

1/5

57

1/5

57

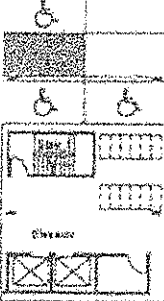
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Total: 136 cars
45 bike stalls

12 Drive

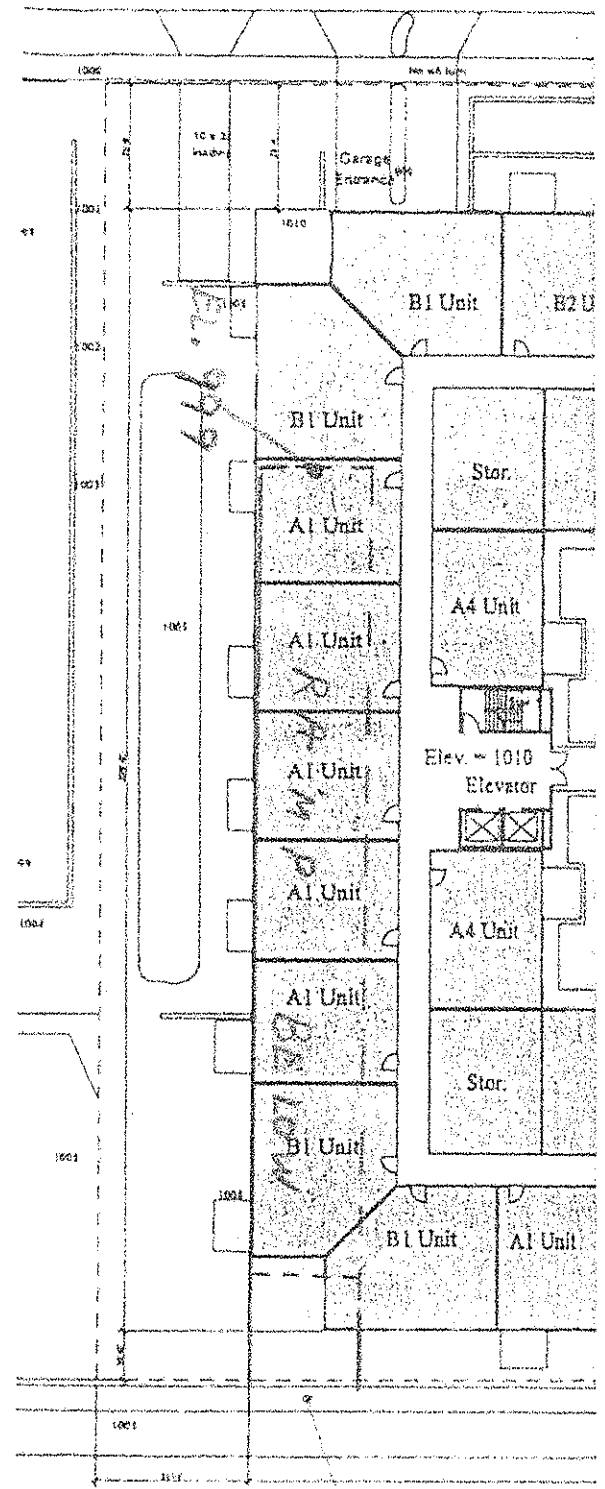
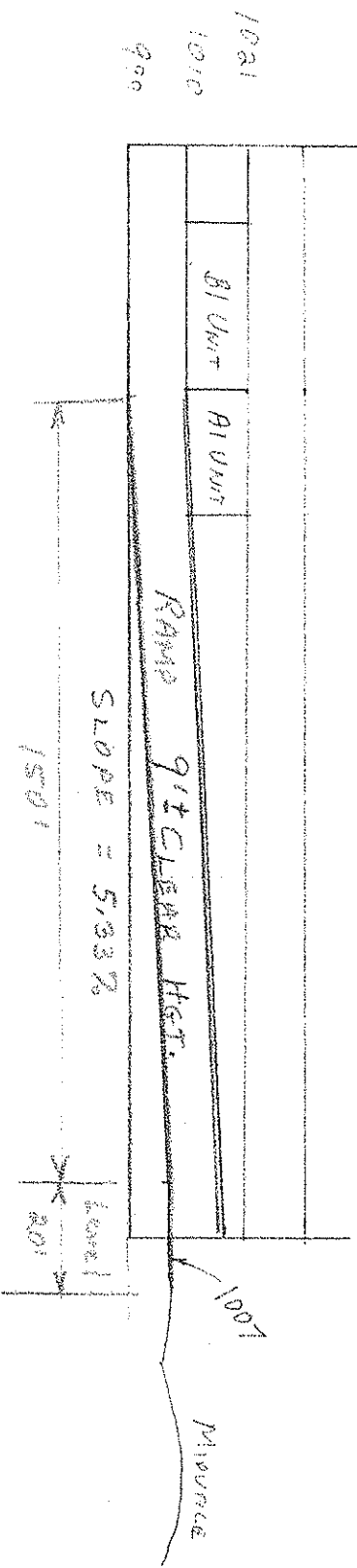
80'

Midvale Boulevard

CNSC
EXHIBIT



Level Plan

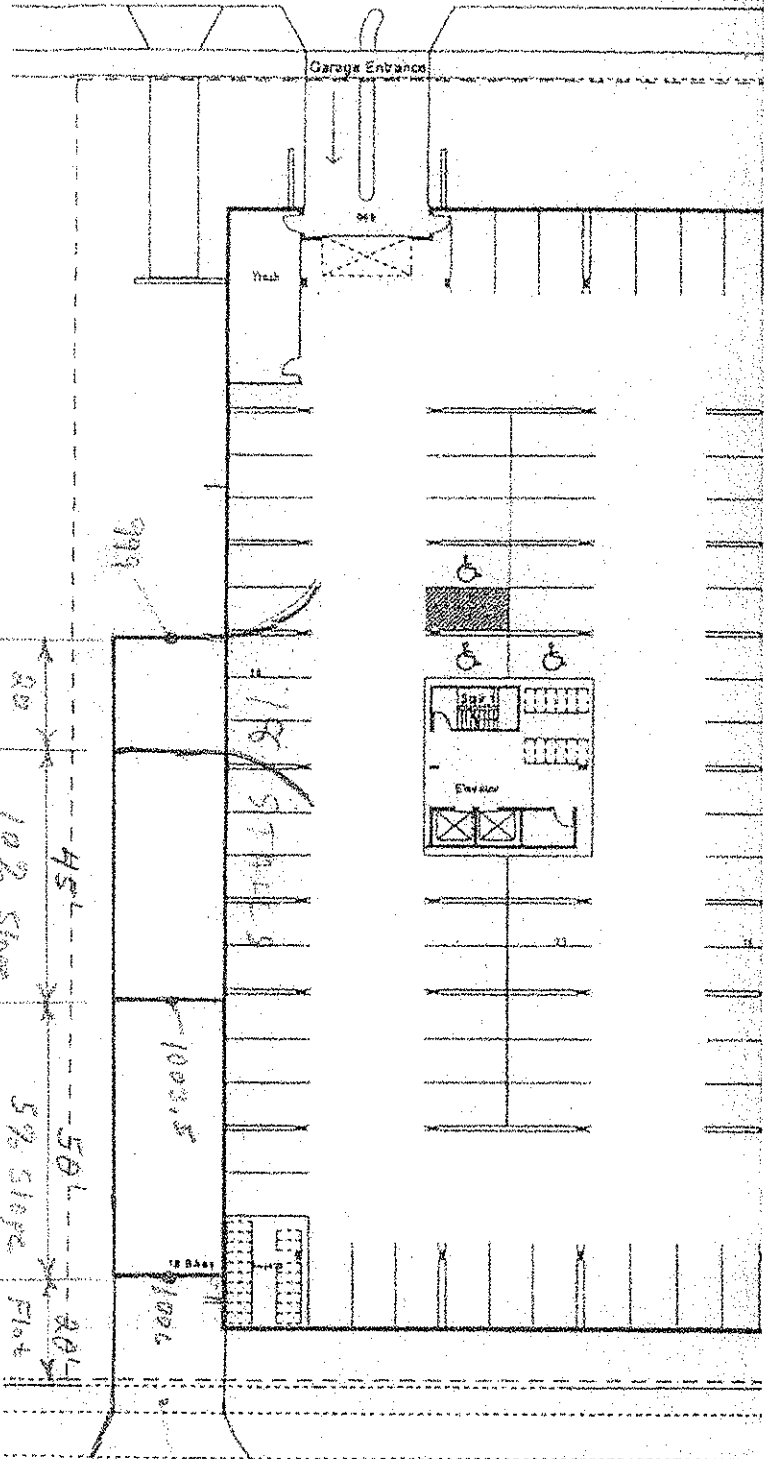


CNSC
EXHIBIT

PL. 1009 E

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Carom



Midvale Boul



Parking

CSC EXHIBIT

