

**PLANNING UNIT REPORT**  
**DEPARTMENT OF PLANNING AND DEVELOPMENT**  
**June 6, 2005**

**RE: Item # 01200, Conditional Use Application – 4659 Treichel Street**

1. Requested Action: Approval of a conditional use for a planned residential development located at 4659 Treichel Street.
2. Applicable Regulations: Planned residential developments, defined as two or more residential buildings under the same ownership on a tract of land, is first identified as a conditional use in R4 zoning. Section 28.12 (11) provides the guidelines and regulations for the approval of conditional uses and planned residential developments.
3. Report Drafted By: Timothy M. Parks, Planner

**GENERAL INFORMATION**

1. Applicant & Property Owner: Tom Ellefson, Ellefson Company, Inc.; 1018 Gammon Lane, Suite 100; Madison, Wisconsin 53719.  
  
Agent: Chad Obright, Ellefson Company, Inc.
2. Development Schedule: The applicant wishes to begin construction July 1, 2005.
3. Location: Approximately two acres located at 4659 Treichel Street; Aldermanic District 16; Madison Metropolitan School District.
4. Existing Conditions: Undeveloped land, zoned R4 (General Residence District).
5. Proposed Land Use: 24 condominium units in two 12-unit buildings.
6. Surrounding Land Use and Zoning: The subject site will generally be surrounded to the north and west by single-family residences in the Twin Oaks subdivision, zoned R2S and R2T (Single-Family Residence District). An undeveloped R4 zoned lot is located south of a City of Madison greenway and wetland that is intended for multi-family development. Land east of the site is undeveloped agricultural property in the Village of McFarland.
7. Adopted Land Use Plan: The Marsh Road Neighborhood Development Plan recommends that is area for medium density residential uses.
8. Environmental Corridor Status: The subject site is not located in a mapped environmental corridor, though the City-owned greenway has been identified as an environmental corridor. In addition, the southern tip of the subject site includes a portion of a 75-foot wetland buffer for the adjacent greenway is therefore cannot be developed.

9. Public Utilities & Services: The property is served by a full range of urban services.

**STANDARDS FOR REVIEW**

This application is subject to the conditional use standards of Section 28.12 (11)(g) and the standards for approval of planned residential developments of Section 28.12 (11)(k), which state:

Planned Developments. Planned developments are of such substantially different character from other conditional uses that specific and additional standards and exceptions are hereby established to govern the action of the City Plan Commission.

1. Planned Residential Development-Dwellings.

- a. Standards. In the case of the above-mentioned planned development, no application for a conditional use shall be granted by the City Plan Commission unless such commission shall find the following:
- i. That such development shall provide adequate recreation areas to serve the needs of the anticipated population;
  - ii. That such development shall provide adequate off-street parking facilities, and adequate screening and landscaping;
  - iii. That such development shall constitute environment of sustained desirability and stability;
  - iv. That such exception for any side yard other than a street side yard shall not result in an average yard less than that required in the district in which the property is located and shall not result in a minimum yard at any point in such yard less than that required for a building, the side wall of which, as projected at right angles to the side lot line, is less than forty (40) feet in the R1, R2 and R3 districts, less than fifty (50) feet in the R4 district and less than sixty-six (66) feet in the R5 and R6 districts; and
  - v. That such development shall result in an intensity of land utilization no higher than, and standards of open spaces at least as high as, permitted or otherwise specified in this ordinance in the district in which such development is to be located. Where the site is in two (2) or more districts, an average intensity of land utilization, based on the respective land areas in each district, is permitted on the site regardless of the location of the district boundaries.

### **PREVIOUS CASE**

The Final Plat of Twin Oaks was conditionally approved by the Common Council on June 17, 2003 and was recorded on or around October 29, 2003. The 38.6-acre plat contained 95 single-family lots, two lots for future multi-family development with up to 49 condominium units and nine outlots for public greenways, drainage, wetland preservation and private landscaping and park areas.

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

The applicant is requesting approval of a planned residential development that will contain 24 attached condominium units to be constructed in two twelve-unit buildings to be located on an approximately two acre parcel zoned R4. The irregularly shaped parcel is Lot 70 of the Twin Oaks subdivision and was approved for up to 24 residential units on the final plat. The multi-sided lot has approximately 45 feet of frontage onto the southern end of Treichel Street, a cul-de-sac that extends south from Brandenburg Way and Bliss Street in the single-family phases of the subdivision. The subject lot extends approximately 495 feet along the northern property line and includes a 6,555 square foot "bump-out" located between two neighboring single-family lots. A peninsula of the lot extends between the two single-family homes to the north and a City-owned stormwater detention facility next to Brandenburg Way, while the rest of southern property line is formed by a City greenway that includes a 0.59-acre wetland. A portion of the 75-foot wetland buffer crosses the southern tip of the property. The eastern property line is formed by the corporate limits of the Village of McFarland, with the abutting parcel occupied by an ice arena and curling club.

The applicant has submitted two concepts for the proposed condominium development. In each concept, the two condominium buildings extend lengthwise north to south and face each other across a central landscaped courtyard to be constructed between the buildings. Rear-loaded garages located at ground level on the outermost walls of both buildings are proposed and will include a mix of one-car garages with separate storage rooms or two-car tandem garages. The applicant indicates that the orientation of the buildings facing the courtyard is such to provide a similar orientation as the single-family homes located north of the site that face each other across the street.

Each building will contain six two-bedroom, one-bath units on each floor, with access to two upper and two lower units provided by three entrances from the courtyard. The buildings suggest a prairie style and will be topped with a combination of multi-tiered hip and gable roofs. Each unit will include an individual porch or balcony. The buildings will be primarily faced with horizontal vinyl siding, with brick veneer to be used along the partially exposed lower level and along the garage faces.

In the concept submitted with the original application, a driveway extending south from the Treichel Street cul-de-sac was proposed to run clockwise around the two buildings in a 20-foot wide one-way loop will provide access to the garages. The circulation pattern for the site will require entering traffic to divert to the left around the buildings leading to a "stop" sign and line for exiting traffic at the entrance. The clockwise driveway is necessary due to the stepped footprints of the two buildings, which would create blind corners for vehicles backing out of the garages if the traffic operated in a more typical counter-clockwise loop. An additional 19 surface parking stalls for tenants and visitors will be provided along portions of the western and eastern property lines. A trash enclosure will be provided along the loop drive opposite each building. This concept was granted initial approval by the Urban Design Commission on April 20, 2005.

Based on comments offered by the UDC at the initial approval stage, the applicant opted to revise their development plan to eliminate the loop driveway, which it was indicated at UDC, was required for Fire Department access. The removal of the loop drive in the second concept was facilitated by the inclusion of a sprinkler system in each building, which allows some relaxing of the fire access requirements. The number of surface parking stalls (19) is unchanged between the two concepts. The revised concept removing the loop driveway was granted initial approval by the UDC on May 4 and final approval on May 18, 2005. In recommending the removal of the drive, the UDC noted an improvement to the overall site design and an increase in greenspace for the project (see attached reports).

The perimeter of the driveway will be landscaped with a mix of ash and maple trees located approximately 40 feet on center that will be augmented by a variety of deciduous ornamental and coniferous trees. The courtyard between the buildings will include ten shade and ornamental trees along the pedestrian path that will extend north to south, with a mix of evergreen and deciduous shrubs and perennials to be planted along the non-garage walls of both buildings. A hedge of deciduous shrubs will be planted along the northern property on either side of the entry drive to provide screening of the surface parking and loop drive from the adjacent single-family homes. On the revised concept, a pedestrian walkway is extended in place of the driveway to provide pedestrian circulation around the building. The planting plan for the area formerly occupied by the loop on the original plan is largely left as grass with no additional plantings.

Twelve 10-foot wide and 20-foot deep garden plots will be furnished by the developer in the 6,555 square foot bump out located along the northern property line. A private sidewalk that extends along the northern property line from Brandenburg Way to the east will provide access to the garden plots from the two condominium buildings. The sidewalk was constructed as part of the development of the Twin Oaks subdivision. The applicant proposes to extend the sidewalk from the northeastern corner of the site along the eastern property line to provide a pedestrian connection to the City-owned greenway south of the site.

In reviewing planned residential developments, additional standards beyond the conditional use standards apply. The Planning Unit believes that the proposed planned residential development

complies with the additional standards for consideration given the limitations placed on development by the unique layout of the lot and the presence of a 75-foot wetland setback. With the exception of a small portion of the sidewalk that will extend along the eastern property line, no portion of the buildings or site improvements will encroach into the 75-foot wetland setback that crosses the southern tip of the property.

The project exceeds the required lot area, open space, parking and setback requirements of R4 zoning. The development comports to the land use and density recommended by the Marsh Road Neighborhood Development Plan, which permits development with an average of 12 units per acre.

In reviewing the project against the conditional use standards, the Planning Unit concludes that all of the conditional use standards can be met. The Zoning Code defines conditional uses as uses that are of such an unusual nature that their operation may give rise to unique problems with respect to their impact upon neighboring property or public facilities. The conditional use standards are aimed at ensuring that these impacts are minimized and that the proposed use will not be detrimental to or endanger the public health, safety or general welfare or substantially impair or diminish the uses, values and enjoyment of other property in the neighborhood. The standards also allow the City to consider the ability to provide municipal services to the property. After considering all of the conditional use standards, the Planning Unit concludes that the application as proposed complies with the standards for approval.

The one remaining concern staff has is with the circulation pattern included with the revised development concept. The Planning Unit agrees with the Urban Design Commission regarding the increased open space that results from the removal of the circular drive will result in a positive increase in open space for future residents of the project. However, staff is somewhat concerned that the revised traffic pattern creates blind spots for vehicles maneuvering out of the underground garages. Due to the "stepped" design of the two buildings, the garages (particularly closest to the "step" walls) in the revised plan will have limited visibility of some of the traffic moving through the site. The primary reason traffic in the initial concept moved clockwise around the site against traffic at the entrance instead of a more intuitive counterclockwise pattern was to permit the greatest visibility for all vehicles moving through the project. Staff is asking that the Plan Commission consider the value of the increased open space that results from the removal of the loop driveway versus potential future traffic conflicts resulting from the creation of blind spots particularly for vehicles exiting some garages.

### **RECOMMENDATION**

The Planning Unit recommends that the Plan Commission find that the conditional use and planned residential development standards are met and **approve** a planned residential development located at 4659 Treichel Street, subject to input at the public hearing and comments from reviewing agencies. The Commission will need to select which plan is approved.

**AGENDA # IV.C.**

City of Madison, Wisconsin

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**REPORT OF: URBAN DESIGN COMMISSION**

**PRESENTED:** April 20, 2005

**TITLE:** 4659 Treichel Street - Planned Residential Development (PRD), Formerly a PUD(GDP-SIP), 24-Unit Condominium Project

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Alan J. Martin, Secretary

**ADOPTED:**

**POF:**

**DATED:** April 20, 2005

**ID NUMBER:**

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

**SUMMARY:**

At its meeting of April 20, 2005, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a Planned Residential Development (PRD), formerly a PUD(GDP-SIP), 24-Unit Condominium Project located at 4659 Treichel Street. Appearing on behalf of the project was Lew Averill and Chad Obright. The modified plans as presented featured the following modifications as noted by applicants:

- The previously proposed stepping down of each of the building's components had been eliminated to provide that each of the building components are all at one level for both buildings.
- Pervious pavers have been removed in front of the garages and relocated within a unified area within the surface parking lot.
- A proposed trellis over an outdoor space along the westerly edge of the perimeter of the property has been removed. The location of proposed HVAC in front of the buildings off of the entry from Treichel Street will be eliminated, along with a general enhancement of landscaping throughout the site.
- A request to eliminate a looped fire access drive to reduce the amount of pavement to increase the amount of open space on the site has yet to be addressed.
- A request to bulb out the driveway entry at Treichel Street could not be addressed due to fire access radius requirements.
- Adjustments to the building setback could not be provided due to a required setback adjacent to wetland areas on the site.
- Revised building elevations featured adjustments to the design of the garage doors to mesh with the architecture of the building in a "prairie style."
- The fascia, soffit, and siding schemes will have a variance in colors but will be complementary for each building.

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

- The spacing between the buildings still appears too tight, with the proximity of opposing entries to each of the units a problem. It was suggested to re-align opposing entries at offsets and provide private space abutting private space.
- If relief can't be provided from the fire access requirement, create a split between building modules to let more light into the court and reduce the amount of pavement, and increase green open space.
- Change the proposed location of a cranberry cotoneaster on the northwesterly corner of the site to one of the varieties of proposed crabs within the planting schedule.

**ACTION:**

On a motion by Woods, seconded by Host-Jablonski, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the project. The motion was passed on a unanimous vote of (8-0). The motion required that the applicant seek relief from the fire access issues to reduce the size and extent of the looped driveway access, in order to increase the amount of and size of open space areas on the site.

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, 5.7, 6, 6, 6, 6, 6.5, and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 4659 Treichel Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	6	6	6	6	-	6	6	6
	5	6	5	6	-	4	5	5
	5	6	6	-	-	6	-	5.7
	6 – overall 8 – BB court	7	7	8	-	7	7	7
	6	6	6	6	-	5	6	6
	5	7	6	-	-	5	8	6
	6	6	6	6	-	6	6	6
	-	-	-	-	-	-	-	6.5
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-

General Comments:

- Commend the applicant for cooperation in investigating our concerns.
- Very disappointing that once again, Fire Department dictates design. Otherwise, a fine project.
- Nice project, well thought out; circle drive still concerns me. Look at sprinklers.
- Talk to Fire Department about sprinklers.
- Make correction on the landscape plan to differentiate the crab and the cotoneaster both labeled [CC]. The crab needs to be within the buffer landscape. Fence to screen A/C units is an improvement.
- Very difficult site – here’s a project which is ringed by asphalt only because of Fire Department interpretations.



**AGENDA # V.B.**

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION

**PRESENTED:** May 4, 2005

**TITLE:** 4659 Treichel Street - Planned Residential Development (PRD), formerly a PUD(GDP-SIP), 24-Unit Condominium Project

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Alan J. Martin, Secretary

**ADOPTED:**

**POF:**

**DATED:** May 4, 2005

**ID NUMBER:**

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

**SUMMARY:**

At its meeting of May 4, 2005, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a modified proposal for a 24-unit condominium Planned Residential Development (PRD) located at 4659 Treichel Street. Appearing on behalf of the project was Lew Averill and Chad Obright. Staff noted to the Commission that the project, although receiving initial approval at its previous meeting (April 20, 2005), the current proposal reflects a re-initiated request for initial approval based on modifications to the project in address of the Commission's previously stated concerns relative to the elimination of a looped fire access drive to reduce the amount of pavement and increase the amount of open space on the site. Based on the applicants' discussions with the Fire Department regarding this condition, the new option was presented in conjunction with the original plan as approved. The original plan maintains the looped access along the southerly perimeter of the site, providing for full fire access. The applicants noted that the positives of maintaining looped access provide for the following:

- No blind stop spots for owners backing out of their garages in the eastern building.
- Improved gradient drainage; ease of providing for adequate drainage away from buildings and gathering within an infiltration area.
- Ease of access and egress from parking stalls by allowing for the maintenance of angled parking stalls in combination with a one-way traffic loop.
- A less expensive option to provision with fire walls within the building, not a sprinkler system.

The benefits of the new option's elimination of the looped fire access drive were noted as following:

- The courtyard opens up into green space on the southern end of the complex, with the elimination of the boxed-in effect of the circular looped drive.
- Buildings could be moved further apart, providing for more open space between each adjoining buildings.
- Resolution of grading issues along the southern end of the project with the development of graduated retaining walls instead of the full 8' retaining walls.

It was noted by the applicant that the elimination of the looped access drive, although producing a more aesthetically acceptable plan, came at great cost due to the requirement for sprinkling the buildings in lieu of providing for full fire access at a cost of about \$5,000 per unit. Following the presentation, the Commission noted the following:

- The sprinkling costs were offset by a better site plan and enhanced safety for the occupants of the buildings.
- Examine the introduction of rain gardens to handle run-off from the courtyard.

**ACTION:**

On a motion by March, seconded by Barrett, the Urban Design Commission **GRANTED INITIAL APPROVAL** of an amended site plan as provided in the new option. The motion was passed on a unanimous vote of (9-0).

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 7, 7, 7, 7, 8, 8, 8, 8 and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 4659 Treichel Street

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

General Comments:

- Approval is for revised plan without loop driveway. Again, applicant stands out with their efforts to address our concerns.
- Spectacular! This opens up the adjoining green space to kids – parents won't have to worry about kids crossing a street.
- Much improved site with the allowed changes in the fire loop. Greater open space opportunity.
- Real improvements due to choice to reduce paving and opening up the central courtyard to the open space. Sprinklers really add to life-safety of the units.
- Excellent response and revisions.
- Great improvement in less asphalt and more green space and better fire safety for tenants.
- Much improved. Glad you went with sprinklers.
- Good parking solution and ability to pick up additional space in exchange for cost. Excellent follow-through. Great job of opening up courtyard to green space.

**AGENDA # IV.E.**

City of Madison, Wisconsin

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**REPORT OF: URBAN DESIGN COMMISSION**

**PRESENTED:** May 18, 2005

**TITLE:** 4663 Treichel Street (formerly 4659  
Treichel Street) - Planned Residential  
Development, 24 Units

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Alan J. Martin, Secretary

**ADOPTED:**

**POF:**

**DATED:** May 18, 2005

**ID NUMBER:**

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

**SUMMARY:**

At its meeting of May 18, 2005, the Urban Design Commission **GRANTED FINAL APPROVAL** of a Planned Residential Development containing twenty-four units, located at 4663 Treichel Street. Appearing on behalf of the project was Chad Obright. Obright gave an overview of the final details relevant to the fully detailed plans for the site plan option which features the elimination of a fully looped fire access lane around the two paired buildings. Obright emphasized site and open space amenities and reviewed proposed building materials and colors, as well as the building elevation details. The Commission noted that it appreciated the applicant's cooperative efforts to modify the previously proposed site plan in favor of the non-looped fire access option, by providing a sprinkler system in both buildings.

**ACTION:**

On a motion by March, seconded by Barrett, the Urban Design Commission **GRANTED FINAL APPROVAL** of the project. The motion was passed on a unanimous vote of (8-0).

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 7, 7, 7, 8, 8, 8, 8 and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 4663 Treichel Street (formerly 4659 Treichel Street)

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

General Comments:

- Very creative – brings together a variety of green spaces to enliven the entire site.
- Well-developed project. Bravo!
- Real improvement to the site plan because the applicant did the hard work of navigating through the Fire Department regulations.
- Bravo for going with the sprinklered buildings version.
- Working with the Fire Department loop has greatly improved this project.
- Very responsive applicant. Good improvements. Feedback well received. Hopefully quality will lead to good sales and a quality neighborhood.
- Much improved.



## 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  
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FAX 608/267-1158

May 6, 2005  
Rev: May 27, 2005

TO: Plan Commission

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

SUBJECT: **4659 Treichel Street – Conditional Use – 24 Unit Condominium / 43 Parking Spaces**

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

### 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), adjacent driveway approaches to lots on either side, 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 Developer shall post a deposit or reimburse the City for all costs associated with any modifications to Street Lighting, Signing and Pavement Marking including labor and materials for both temporary and permanent installations.
4. 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: Chad Obright  
Fax: 608-276-7880  
Email: cobright1@charter.net

DCD:DJM:dm



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. Dalley, 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: May 26, 2005

TO: Plan Commission

FROM: Larry D. Nelson, P.E., City Engineer

SUBJECT: 4659 Treichel Street Conditional Use (Revised Plans)

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. The applicant is responsible for meeting the infiltration requirements of NR-151 on the site. A stormwater management plan shall be submitted to the City Engineer for review.
2. The maintenance agreement for stormwater management shall include maintenance of any retaining walls near property lines.
3. Proposed sanitary sewer diameters not shown on plan. Revised accordingly.

**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: 4659 Treichel Street Conditional Use (Revised Plans)

**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

14



and Engineering Division records.

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

**Right of Way / Easements**

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

**Streets and Sidewalks**

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along \_\_\_\_\_.
- 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

14



Engineer shall approve the grade of the entrances prior to signing off on this development.

- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.

#### 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) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) formats and contain the following data, each on a separate layer name/level number:

- a) Building Footprints
- b) Internal Walkway Areas
- c) Internal Site Parking Areas
- d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)

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

14

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 dedicate 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.



# 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: 5/6/05  
TO: Plan Commission  
FROM: Edwin J. Ruckriegel, Fire Marshal  
SUBJECT: **4659 Treichel St.**

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. Unable to tell building height to the peak of the roof from the submitted plans, note if the building is 30 feet or greater in height to any part of the structure, a 26 foot wide fire access lane will be required.

## **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.
  - b. Show approved "fire lane, no parking" signs posted on the site plan. A max of 150- feet on center. Signs must be visual and easily read from any location on the fire lane. Fire lanes 20-27 feet wide will be posted as fire lane on both sides, 28-35 feet wide shall be posted fire lane on the appropriate side only.

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

cc: John Lippitt

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** May 19, 2005

**To:** Bill Roberts, Planner III  
**From:** Kathy Voeck, Assistant Zoning Administrator  
**Subject:** 4659 Treichel St., Lot 70, Twin Oaks

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**Present Zoning District:** R-4

**Proposed Use:** Planned Residential Development for two 12 Unit Apt. Buildings  
(2 bedrooms each unit)

**Conditional Use:** 28.08(4)(c)1 A Planned Residential Development is a conditional use.

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).

**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. Lighting is required for this project. Provide a plan showing at least .25 footcandle on any surface of the lot and an average of .75 footcandles. (See City of Madison lighting ordinance).

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	48,000 sq. ft.	86,254 sq. ft.
Lot width	50'	adequate
Usable open space	12,000 sq. ft.	15,430 sq. ft. +
Front yard	25'	50'
Side yards	10' min.	20' & 42'
Rear yard	35'	adequate
Floor area ratio	n/a	n/a
Building height	3 stories	2 stories with exposed garages at side of buildings

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	42	24 garage 19 surface 43 total
Accessible stalls	2 surface 2 garage 4 total	provided
Loading	1 (10' x 35') area	provided in drive aisle
Number bike parking stalls	24	provided in garages
Landscaping	Yes	(1)
Lighting	Yes	(2)

<b>Other Critical Zoning Items</b>	
Urban Design	Yes (Al Martin hold on deed restrictions)
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	Yes
Water front development	No
Adjacent to park	No
Barrier free (ILHR 69)	Yes

With the above conditions, the proposed project **does** comply with all of the above requirements.

**CITY OF MADISON  
MADISON WATER UTILITY  
119 East Olin Avenue  
266-4651**

**MEMORANDUM**

**Date:** May 19, 2005

**To:** Bill Roberts - Planning & Development  
**From:** Dennis M. Cawley, Engineer IV - Water Utility  
**Subject:** CONDITIONAL USE - 4659 Treichel Street

The Madison Water Utility has reviewed this conditional use and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS**

None

**GENERAL OR STANDARD REVIEW COMMENTS**

There is an existing water service lateral at the entrance to this site that is not shown correctly on the Utility sheet. Any proposed relocation of the existing hydrant shall be approved by the Madison Water Utility.

The Water Utility will not need to sign off the final plans, nor need a copy of the approved plans.

Dennis M. Cawley

DMC:kw\conduse.mem