



Report to the Plan Commission

November 21, 2011

Legistar I.D. #24229
1 Hawks Landing Circle
PUD-GDP-SIP Amendment

Report Prepared By:
Timothy M. Parks, Planner
Planning Division

Requested Action: Approval of a request a major alteration to an approved Planned Unit Development General Development Plan/ Specific Implementation Plan to allow construction of a 30-unit apartment building in place of a previously approved mixed-use building at 1 Hawks Landing Circle.

Applicable Regulations & Standards: 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.

Summary Recommendation: The Planning Division recommends that the Plan Commission recommend **approval** of Zoning Map Amendments 3466 & 3467, rezoning 1 Hawks Landing Circle from PUD-SIP to Amended PUD-GDP-SIP, subject to input at the public hearing and the conditions from reviewing agencies beginning on page 4 of this report.

Background Information

Applicant & Property Owner: Fred Rouse, Rouse Management/ Fairway View, LLC; 2428 Perry Street; Madison.

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

Proposal: The applicant and property owner wishes to amend the approved PUD-GDP-SIP for this site to allow a 30-unit apartment building to be constructed in place of a mixed-use residential/ commercial building previously approved for this site. The applicant wishes to commence construction of the apartment building in January 2012, with completion anticipated in August 2012.

Parcel Location: The proposed apartment building will be constructed on approximately 2.0 acres of a larger 11.2-acre site located at the northeastern corner of Hawks Landing Circle and Mid Town Road; Aldermanic District 1 (Subeck); Madison Metropolitan School District.

Existing Conditions: The location of the proposed apartment building is currently undeveloped. The larger 11.2-acre subject site is developed with four other primarily multi-family residential buildings, with a fifth multi-family building currently under construction.

Surrounding Land Use and Zoning:

North: 20-unit apartment building with first floor commercial space (9-27 Hawks Landing Circle), 30-unit apartment building (67 Hawks Landing Circle), 38-unit apartment building (85 Hawks Landing Circle), zoned PUD-SIP; Hawks Landing golf course and swimming and tennis club, zoned R1 (Single-Family Residence District);

South: Single-family residences across Mid Town Road, zoned Temp. A (Agriculture);

East: Two 38-unit apartment buildings (53 & 59 Hawks Landing Circle), zoned PUD-SIP;

West: Crosswinds at Hawks Landing Condominiums, zoned PUD-SIP.

Adopted Land Use Plan: The Mid-Town Neighborhood Development Plan recommends the site for the location of a neighborhood-serving mixed-use center primarily intended to serve the residents of the surrounding developments. This mixed-use area was envisioned in the neighborhood development plan to consist of 10,000-20,000 square feet of non-residential development with approximately 150 multi-family dwelling units.

Environmental Corridor Status: This property is not located within a mapped environmental corridor. The Hawks Landing golf course located immediately northeast of the 11.2-acre subject site is located in a mapped environmental corridor.

Public Utilities and Services: This property is served by a full range of urban services.

Zoning Summary: The site is currently zoned PUD-SIP. The proposed Amended PUD-GDP-SIP will be reviewed in the following sections.

Other Critical Zoning Items	
Yes:	Utility Easements, Barrier Free
No:	Urban Design, Floodplain, Wellhead Protection, Waterfront Development, Landmarks
<i>Prepared by: Pat Anderson, Asst. Zoning Administrator</i>	

Previous Approvals

On February 15, 2000, the Common Council approved the final plat of Hawks Landing Golf Club on 533 acres of land located west of CTH M on the north side of Mid Town Road as well as the rezoning of 11.2 acres located a half-mile west of CTH M on the north side of Mid Town Road to PUD-GDP zoning.

On October 7, 2003, the Common Council approved a rezoning of the 11.2-acre subject site from PUD-GDP to Amended PUD-GDP-SIP to allow construction of a 30,000 square-foot office building, two mixed-use buildings each containing approximately 10,000 square feet of first floor retail-office space and 20 multi-family dwelling units and three 38-unit multi-family buildings.

On October 6, 2009, the Common Council approved a rezoning of the subject site from PUD-SIP to Amended PUD-GDP-SIP to allow construction of a 30-unit apartment building (addressed as 67 Hawks Landing Circle) instead of an office building previously approved.

Project Review, Analysis & Conclusion

The applicant is requesting a major alteration to the Planned Unit Development zoning for Lot 62 of the Hawks Landing Golf Club subdivision to allow construction of a three-story, 30-unit apartment building in place of a three-story, mixed-use building previously approved to include 20 apartment units located above approximately 10,000 square feet of neighborhood-serving commercial space. The apartment building will be constructed along the Mid Town Road frontage of the larger 11.2-acre parcel, which is approved for the development of six buildings, including three existing 38-unit multi-family buildings, a 30-unit apartment building currently under construction, and an existing mixed-use building containing approximately 10,000 square feet of first floor retail-office space and 20 multi-family dwelling units.

Three of the six building sites are located along the Mid Town Road frontage of the property, while the other three extend along the Hawks Landing Circle frontage.

The proposed 30-unit apartment building (Building D) will be the westernmost of the three buildings located along the Mid Town Road frontage and will be located immediately south of the existing mixed-use building (Building C). The proposed 30-unit building will consist of 3 studio units, 16 one-bedroom units, including 3 with loft spaces above the third floor, and 11 two-bedroom units to be located above a 30-stall under-building parking garage. In addition, the developer proposes to construct 15 surface parking stalls on the north side of an existing private drive that extends across the front of Building C and also provides secondary access to the adjacent 38-unit apartment building (E) on the east. The 30 apartments will also share 24 existing surface parking stalls located between the proposed building and Building E. Lastly, a pool for residents of the 11.2-acre complex is proposed between the proposed building and mixed-use Building C to the north.

In general, the change in use of this portion of the Lot 62 PUD from a mixed residential and commercial building to an all-residential building should have little impact on the overall character of the 11.2-acre site. The 30-unit building will be constructed with a combination of brick veneer and two-toned vinyl siding and in an architectural style consistent with the five other buildings approved or constructed on the subject parcel. Similarly, landscaping for the building calls for the installation of a variety of shade, ornamental and coniferous trees as well as shrub and perennial plantings around the base of the building in a pattern that will generally follow a master planting plan approved with the previous specific implementation plan for Lot 62 site in 2003.

In reviewing the proposed amendment to the PUD for Lot 62 of Hawks Landing Golf Club, the Planning Division believes that the standards for approval can be met.

The subject site was originally envisioned in the Mid-Town Neighborhood Development Plan for development as a neighborhood-serving mixed-use center for residents of Hawks Landing and other nearby future developments with between 10,000 to 20,000 square feet of non-residential development as well as approximately 150 multi-family dwelling units. A note on the original 2000 general development plan approval for Lot 62 limited non-residential development to 10,000 gross square feet. The 2003 approval for Lot 62 amended the general development plan to increase the non-residential square footage in the two mixed-use buildings to approximately 10,000 square feet per building (19,450 square feet total) and introduced a 30,000 square-foot office building into the mix of uses on the site.

The number of dwelling units to be developed on Lot 62 was increased to 154 units with a 2003 approval, for a net density of 13.75 units per acre for the 11.2-acre site. The 2009 amendment to change the use of Building A from an office building to a 30-unit apartment building resulted in a total of 184 dwelling units on the property, with a net density of 16.4 units per acre. The amendment proposed will increase the overall density by 10 units to 194 units, since 20 of the 30 units proposed in Building D were previously accounted for in the unit count for the project. The 194 units proposed will result in a density of 17.3 units per acre, which modestly exceeds the 12-16 unit per acre density originally envisioned for this site in the Mid-Town Neighborhood Development Plan adopted in 1999.

The applicant's letter of intent indicates that the conversion of Building D to an all-residential building "reflects the market demand for such uses in that location", and notes that the first floor commercial space in the existing mixed-use building (Building C) has struggled with high vacancy rates and tenant transiency despite the active marketing of the those spaces for commercial tenants by the previous owner of the property, Jeff Haen, who also developed the Hawks Landing golf course and subdivision. The letter of intent also notes that the new owner has successfully developed and managed mixed-use projects in both urban and suburban settings around the City and does not feel that the subject site is

conducive to additional commercial uses. The letter of intent also points to the limited access to the site as a factor in the difficulty in developing additional commercial square-footage at this location.

Staff is disappointed that the commercial square-footage available in the Hawks Landing area will not achieve the density envisioned for such uses in the Mid-Town Neighborhood Development Plan. However, staff acknowledges the difficulty the existing commercial uses developed in Building C have had gaining traction in the market despite the number of dwelling units developed in the surrounding area in the last decade, and agrees with the applicant's point that additional commercial space would likely struggle similarly in part due to the lack of access from and vehicular traffic along Mid Town Road and the relatively low density of residential development that exists in the general area. The 10 additional dwelling units proposed represents a modest increase in dwelling units on the overall site, which staff finds acceptable despite being slightly higher than the maximum density recommended in the neighborhood development plan.

The Urban Design Commission recommended initial approval of the amended PUD-GDP-SIP on October 19, 2011 (see attached report). Final approval of the plans will be required prior to recording of the PUD and the issuance of building permits for the new building.

Staff Recommendations, Conditions of Approval & General Ordinance Requirements

Major/Non-Standard Conditions are shaded

Planning Division Recommendation (Contact Timothy M. Parks, 261-9632)

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 3466-347, rezoning 1 Hawks Landing Circle from PUD-SIP to Amended PUD-GDP-SIP, with a recommendation of **approval** subject to input at the public hearing, the following Planning Division conditions and the conditions from reviewing agencies:

1. That the applicant work with the Planning Division and Zoning Administrator prior to final approval and recording of the planned unit development to develop an enumerated list of permitted commercial and office uses for the zoning text. [Staff believes that it would be best going forward to approve PUD zoning texts with such use lists so as to avoid references to the existing Zoning Code, which is currently being rewritten and will likely have different, more contemporary use lists.] The permitted use list shall also be revised to remove references to six-story height limitations. Building heights within this PUD will be established on approved specific implementation plans.
2. Sheet C-1.1 shall be revised to identify the addresses of all six of the buildings on the site. The same plan shall be further revised to note the number of residential units, structured parking stalls, square-footage of commercial/ non-residential space, and gross square-footage contained in each building.
3. Final plans for the proposed revisions to the exterior elevations and floorplans for Building C shall be approved by the Planning Division Director prior to final approval of the PUD for recording and the issuance of building permits for that building.
4. That the applicant receive final approval of the project from the Urban Design Commission prior to final approval of the PUD for recording and the issuance of building permits for the new building.

The following conditions have been submitted by reviewing agencies:

City Engineering Division (Contact Janet Dailey, 261-9688)

5. The applicant shall dedicate a Permanent Limited Easement for public sidewalk along Mid Town Road. Submit a sketch, legal description, and \$500 fee for the administration of the easements.
6. In accordance with 10.34 MGO—Street Numbers, submit a PDF of floorplans to Lori Zenchenko in Engineering Mapping (Lzenchenko@cityofmadison.com) so that an addressing plan can be developed and implemented for this site. 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.
7. The applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the Engineering Division. (Lori Zenchenko) lzenchenko@cityofmadison.com. The digital copies shall be drawn to scale and represent final construction including: building footprints, internal walkway areas, internal site parking areas, lot lines/ numbers/ dimensions, street names, and other miscellaneous impervious areas. All other levels (contours, elevations, etc) are not to be included with this file submittal. Email file transmissions are preferred. The digital CAD file shall be to scale and represent final construction. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format. Please include the site address in this transmittal.
8. All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc. shall be shown on the plan.
9. The site plans shall be revised to show the location of existing utilities, including the depth, type, and size in the adjacent right of way.

Traffic Engineering Division (Contact John Leach, 267-8755)

This agency submitted a response with no conditions of approval for this request.

Zoning Administrator (Contact Pat Anderson, 266-5978)

10. Parking requirements for persons with disabilities must comply with Section 28.11(3)6.(m), MGO, which includes all applicable State accessible requirements.
11. Bike parking shall comply with MGO Section 28.11: Provide one bike parking stall for each apartment (30 additional) in a safe and convenient locations on an impervious surface to be shown on the final plan. The bike racks shall be securely anchored to the ground or building to prevent the racks from moving. Note: A bike-parking stall is 2' by 6' with a 5-foot access area.
12. Off-street parking requirement shall comply with MGO Section 28.11: 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.) Call out on final plans surface parking devoted to Bldg "A".

13. Lighting is required and shall be in accordance with MGO Sec. 10.085: Provide a plan showing at least .5 foot candle on any surface on any lot and an average of .75 footcandles. The maximum light trespass shall be 0.5 footcandles at 10 feet from the adjacent lot line. (See City of Madison Lighting Ordinance).
14. Signage must be approved by the Urban Design Commission or staff. Sign permits must be issued by the Zoning Section of the Department of Planning and Community and Economic Development prior to sign installations.

Parks Division (Contact Kay Rutledge, 266-4714)

15. The developer shall pay park dedication and development fees for the 10 additional multi-family units proposed and any units in the proposed building for which park impact fees have not been previously paid. The developer must select a method for payment of park fees before signoff on the rezoning. The park fees shall be paid prior the issuance of building permits. The park dedication and development fees due shall be based on the fees in effect in the calendar year that they will be paid.

Fire Department (Contact Bill Sullivan, 261-9658)

16. All portions of the exterior walls of newly constructed one- and two-family dwellings shall be within 500 feet of at least one fire hydrant. Distances are measured along the path traveled by the fire truck as the hose lays off the truck. See MGO 34.507 for additional information.
17. 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.) IFC 503 Appendix D105: Provide an aerial apparatus access fire lane that is at least 26 feet wide, with the near edge of the fire lane within 30 feet and not closer than 15 feet from the structure, and parallel to one entire side of the structure, if any part of the building is over 30 feet in height.
18. The design team shall review the plan and code for standpipe requirements.

Water Utility (Contact Dennis Cawley, 261-9243)

This agency submitted a response with no conditions of approval for this request.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not submit comments for this request.