City of Madison

Proposed Rezoning & Demolition

Location
2508 - 2544 University Avenue &
516 - 518 Highland Avenue

Applicant
Sue Springman - Mullins Group, LLC

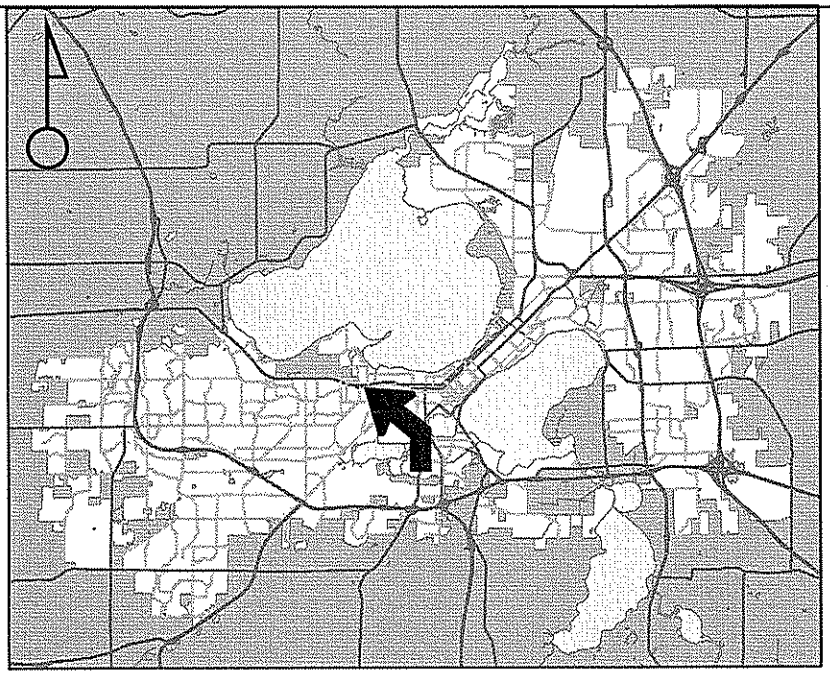
From: C2 To: PUD-GDP-SIP

Existing Use
Residential and Commercial Buildings

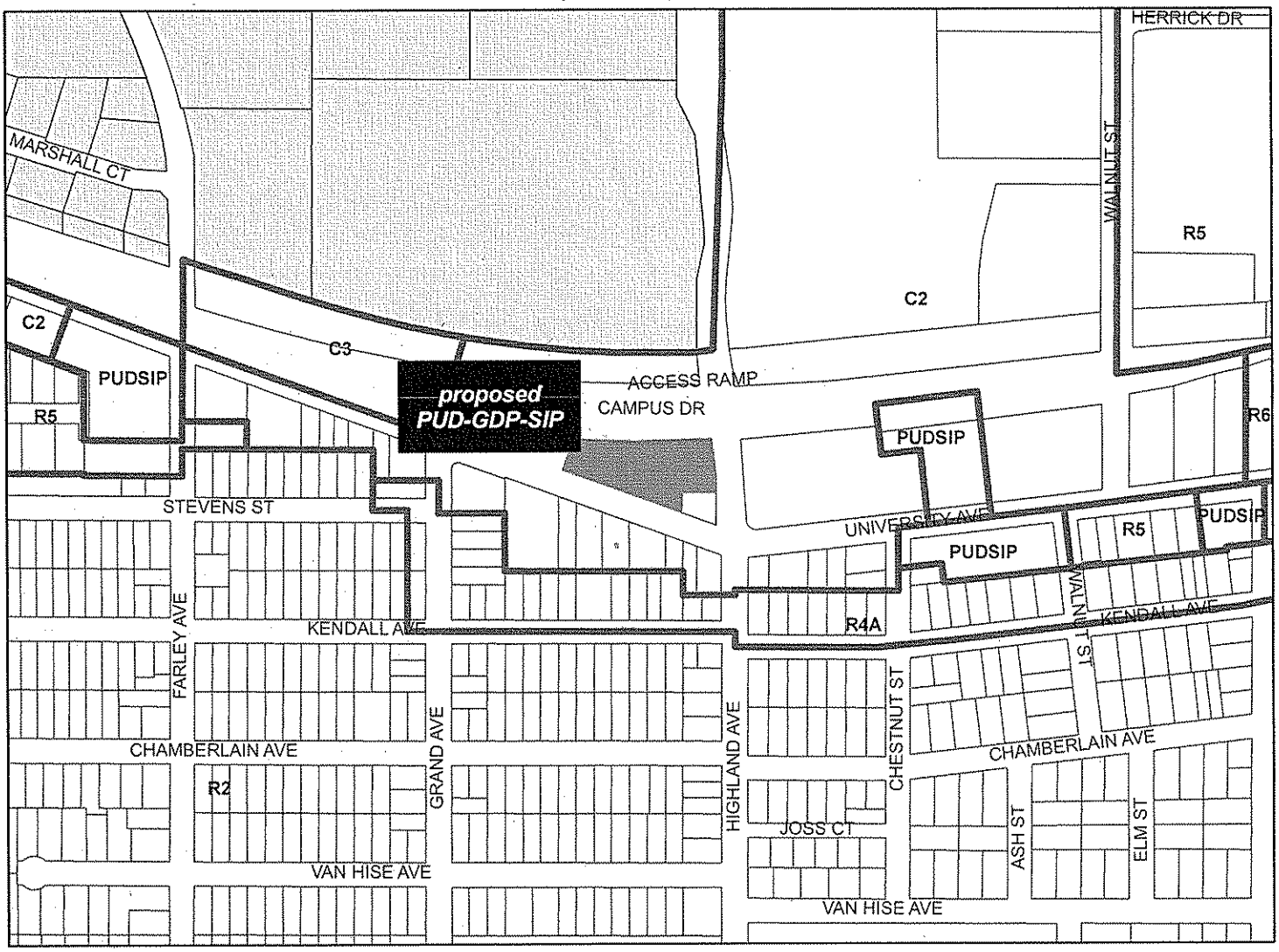
Proposed Use
Demolish 6 buildings to construct mixed-use building with 130 residential units and approximately 8,600 sq ft of retail space

Public Hearing Date
Plan Commission
20 December 2010

Common Council
04 January 2011



For Questions Contact: Tim Parks at: 261-9632 or tparks@cityofmadison.com or City Planning at 266-4635

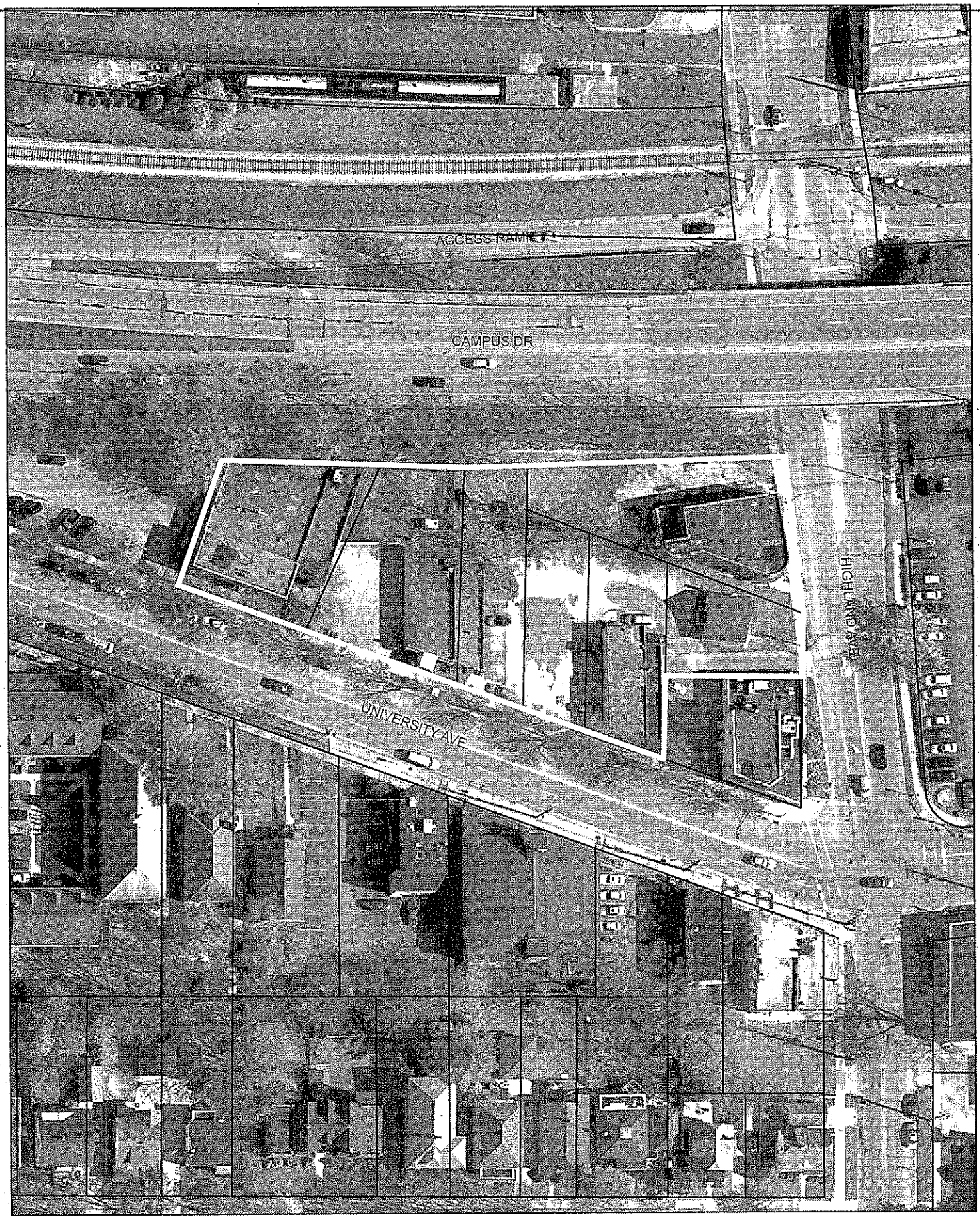


Scale : 1" = 400'

City of Madison, Planning Division : RPJ : Date : 07 December 2010

City of Madison

2508-2544 University Avenue & 516-518 Highland Avenue



Date of Aerial Photography : April 2007

LAND USE APPLICATION
Madison Plan Commission

215 Martin Luther King Jr. Blvd; Room LL-100
PO Box 2985; Madison, Wisconsin 53701-2985
Phone: 608.266.4635 | Facsimile: 608.267.8739

- The following information is required for all applications for Plan Commission review except subdivisions or land divisions, which should be filed with the Subdivision Application.
- Before filing your application, please review the information regarding the **LOBBYING ORDINANCE** on the first page.
- Please read all pages of the application completely and fill in all required fields.
- This application form may also be completed online at www.cityofmadison.com/planning/plan.html
- All Land Use Applications should be filed directly with the Zoning Administrator.

FOR OFFICE USE ONLY:

Amt. Paid $1450.00 Receipt No. 114864
Date Received 10/20/10
Received By JLK
Parcel No. see attached
Aldermanic District 5 Shiva Bidar-Sielaff
GQ no
Zoning District C2

For Complete Submittal

Application	✓	Letter of Intent	✓
IDUP	NA	Legal Descript.	✓
Plan Sets	✓	Zoning Text	✓
Alder Notification	✓	Waiver	
Ngbrhd. Assn Not.	✓	Waiver	
Date Sign Issued	10/20/10		

1. Project Address: 2550 University Avenue **Project Area in Acres:** 1.08

Project Title (if any): 2550 University Avenue

2. This is an application for:

Zoning Map Amendment (check the appropriate box(es) in only one of the columns below)

☐ **Rezoning to a Non-PUD or PCD Zoning Dist.:**	**Rezoning to or Amendment of a PUD or PCD District:**
Existing Zoning: _____ *to*	☑ Ex. Zoning: C2 to PUD/PCD-GDP
Proposed Zoning (ex: R1, R2T, C3): _____	☑ Ex. Zoning: C2 to PUD/PCD-SIP
	☐ Amended Gen. Dev. ☐ Amended Spec. Imp. Plan

☐ **Conditional Use**	☑ **Demolition Permit**	☐ **Other Requests** *(Specify):* _____

3. Applicant, Agent &Property Owner Information:

Applicant's Name: Mullins Group, LLC. Company: Mullins Group, LLC.
Street Address: 401 North Carroll Street City/State: Madison, Wisconsin Zip: 53703
Telephone: (608) 285-8095 Fax: (608) 285-8085 Email: sue@mullinsgroup.com

Project Contact Person: Sue Springman Company: Mullins Group, LLC.
Street Address: 401 North Carroll Street City/State: Madison, Wisconsin Zip: 53703
Telephone: (608) 285-8095 Fax: (608) 285-8085 Email: sue@mullinsgroup.com

Property Owner (if not applicant): _____
Street Address: _____ City/State: _____ Zip: _____

4. Project Information:

Provide a brief description of the project and all proposed uses of the site:

Mixed use commercial and residential redevelopment

Development Schedule: Commencement 2011 Completion 2012

5. Required Submittals:

☑ **Plans** submitted as follows below and depicts all lot lines; existing, altered, demolished or proposed buildings; parking areas and driveways; sidewalks; location of any new signs; existing and proposed utility locations; building elevations and floor plans; landscaping, and a development schedule describing pertinent project details:

- ***7 copies*** of a full-sized plan set drawn to a scale of one inch equals 20 feet (collated and folded)
- ***7 copies*** of the plan set reduced to fit onto 11 inch by 17 inch paper (collated, stapled and folded)
- ***1 copy*** of the plan set reduced to fit onto 8 ½ inch by 11 inch paper

☑ **Letter of Intent (*12 copies)***: describing this application in detail including, but not limited to: existing conditions and uses of the property; development schedule for the project; names of persons involved (contractor, architect, landscaper, business manager, etc.); types of businesses; number of employees; hours of operation; square footage or acreage of the site; number of dwelling units; sale or rental price range for dwelling units; gross square footage of building(s); number of parking stalls, etc.

☑ **Legal Description of Property:** Lot(s) of record or metes and bounds description prepared by a land surveyor. For any application for rezoning, the description must be submitted as an electronic word document via CD or e-mail. For applications proposing rezoning to more than one district, a separate description of each district shall be submitted.

☑ **Filing Fee**: $ 1,450 See the fee schedule on the application cover page. Make checks payable to: *City Treasurer.*

☑ **Electronic Submittal:** All applicants are required to submit copies of all items submitted in hard copy with their application (including this application form, the letter of intent, complete plan sets and elevations, etc.) as Adobe Acrobat PDF files on a non-returnable CD to be included with their application materials, or in an e-mail sent to *pcapplications@cityofmadison.com*. The e-mail shall include the name of the project and applicant. Applicants unable to provide the materials electronically should contact the Planning Division at (608) 266-4635 for assistance.

In Addition, The Following Items May Also Be Required With Your Application:

☑ For any applications proposing demolition or removal of existing buildings, the following items are required:

- Prior to the filing of an application, the applicant or his/her agent is required to notify a list of interested persons registered with the City **30 or 60 days prior to filing** their application using the online notification tool found at: https://www.cityofmadison.com/developmentCenter/demolitionNotification/
- A photo array (6-12 photos) of the **interior and exterior** of the building(s) to be demolished or removed. A written assessment of the condition of the building(s) to be demolished or removed is highly recommended.
- Note: A Reuse and Recycling Plan approved by the City's Recycling Coordinator is required prior to issuance of wrecking permits and the start of construction.

☑ **Zoning Text (12 copies):** must accompany Planned Community or Planned Unit Development (PCD/PUD) submittals.

6. Applicant Declarations:

☑ **Conformance with adopted City plans:** Applications shall be in accordance with all adopted City of Madison plans:
→ *The site is located within the limits of* Comprehensive Plan *Plan, which recommends:*
Community Mixed Use *for this property.*

☑ **Pre-application Notification:** Section 28.12 of the Zoning Code requires that the applicant notify the district alder and any nearby neighborhood & business associations in writing no later than ***30*** days prior to filing this request:
→ *List below the Alderperson, Neighborhood Association(s), Business Association(s) AND dates you sent the notices:*
Alder Shiva Bidar-Sielaff (May 10, 2010), Regent Neighborhood Association (May 10, 2010)
NOTE: If the alder has granted a waiver to this requirement, please attach any such correspondence to this form.

☑ **Pre-application Meeting with staff:** Prior to preparation of this application, the applicant is required to discuss the proposed development and review process with Zoning and Planning Division staff; note staff persons and date.

Planning Staff: Brad Murphy *Date:* 5.14.10 *Zoning Staff:* Pat Anderson *Date:* 5.14.10

☐ **Check here if this project will be receiving a public subsidy.** If so, indicate type in your Letter of Intent.

The signer attests that this form is accurately completed and all required materials are submitted:

Printed Name Sue Springman Date October 20, 2010

Signature Susan Springman Relation to Property Owner Employee/Project Rep

Authorizing Signature of Property Owner Bradley C. Mullins Date 10/20/10
Bradley C. Mullins

Statement of Purpose

The following document outlines the Planned Unit Development: General Development Plan/Specific Implementation Plan, and Demolition Plan, for the creation of a mixed use redevelopment project located on the 2500 block of University Avenue. This mixed use project implements the City's vision for transit oriented development along the major arterial and transit line of Campus Drive, while working with the neighborhood to create a site sensitive infill development and vibrant streetscape. The Mullins Group, LLC., along with Eppstein Uhen Architects and Vandewalle & Associates has been working with the Regent Neighborhood Association over the course of the year and are excited to move the project through the entitlement process towards implementation.

Zoning Request

Planned Unit Development: General Development Plan
Specific Implementation Plan
Demolition Plan

Project Information

Applicant

Mullins Group, LLC.
401 North Carroll Street
Madison, WI 53704

Phone: (608) 285-8095
Fax: (608) 285-8085
Sue Springman sue@mullinsgroup.com

Design Team

Architect:

Eppstein Uhen Architects
222 West Washington Avenue
Suite 650
Madison, WI 53703
Phone: (608) 442-5350
Fax: (608) 442-6680
Steve Holzhauer
steveh@eua.com
Chris Gallagher
chrisg@eua.com

Engineer:

Burse Engineering
1400 East Washington Avenue
Suite 158
Madison, WI 53703
Phone: (608) 250-9263
Fax: (608) 250-9266
Michelle Burse
mburse@bse-inc.net

Planner/Landscape Architect:

Vandewalle & Associates
120 East Lakeside Street
Madison, WI 53715
Phone: (608) 255-3988
Fax: (608) 255-0814
Brian Munson
bmunson@vandewalle.com
Jim Schaefer
jschaefer@vandewalle.com

Traffic Engineer:

KL Engineering
5950 Seminole Centre Court
Suite 200
Madison, WI 53711
Phone: (608) 663-1218
Fax: (608) 663-1226
Kim Lobdell
klobdell@klengineering.com

Existing Conditions

Address/PIN Information

2508 University Avenue	0709-211-0205-3
2518 University Avenue	0709-211-0204-5
2522 University Avenue	0709-211-0203-7
2524 University Avenue	0709-211-0202-9
2544 University Avenue	0709-211-0201-1
516 Highland Avenue	0709-211-0207-9
518 Highland Avenue	0709-211-0208-7

Aldermanic District: District 5
Alder Shiva Bidar-Sielaff

Neighborhood Association: Regent Neighborhood Association
Darsi Foss, President

Legal Description: See Exhibit A

Lot Area: 1.08 acres

Existing Land Use: Commercial
Residential
Surface Parking

Existing Zoning: C2 General Commercial

Comp. Plan Designation: Community Mixed Use
Transit Oriented Design

Survey: See Exhibit F: Project Plans

Site Photos: See Exhibit E: Existing Conditions
See Demolition Permit/Recycling Plan

Surrounding Uses

North: Campus Drive
Planned Commuter Rail/Freight Rail Corridor
UW Hospital/Veterans Hospital
University of Wisconsin Campus

East: Highland Avenue
Inn Towner Hotel
Multi-Family Residential

South: University Avenue
Commercial Uses
Multi-Family Residential

West: University Avenue
DOT Parking Lot

Development Schedule: 2011 Construction Start
14-18 Month Construction Period
Target Occupancy: May/June 2012

Project Timeline/Process

Staff Pre-Application Meetings:	May 14, 2010
	June 3, 2010
	August 4, 2010
	September 8, 2010
Alder/Neighborhood Notification:	May 10, 2010
Neighborhood Meetings:	
RNA Board #1:	March 24, 2010
Neighborhood Meeting #1:	May 24, 2010
Neighborhood Meeting #2:	June 14, 2010
Neighborhood Meeting #3:	July 19, 2010
Neighborhood Meeting #4:	August 16, 2010
RNA Board #2:	August 25, 2010
UDC Informational Presentation:	August 4, 2010
Application Notification:	August 16, 2010
Demolition Permit Notification	August 18, 2010

Project Description

Zoning

Permitted Uses	130 Multi-family residential units
	8,583 square feet of retail
	Those that are stated as permitted uses in Exhibit B.
	Uses accessory to permitted uses as listed above
Lot Area:	1.08 acres
Floor Area Ratio:	Total Building Square Footage 208,184
	Maximum floor area ratio permitted is 4.8
	Maximum building height shall be as shown on approved plans.
Yard Requirements:	Yard areas will be provided as shown on approved plans.
Landscaping	Site landscaping areas will be provided as shown on approved plans.
Accessory Off-Street Parking & Loading	Accessory off-street parking and loading will be provided as shown on approved plans.
	152 Total parking stalls
Lighting	Site lighting will be provided as shown on approved plans.
Signage	Signage for the project shall be limited to the maximum permitted in the C2 zoning district, and as shown on approved plans or as approved by the Urban Design Commission and/or Zoning Administrator.
	Conceptual signage locations are identified on the attached plans. Individual commercial tenants will be allowed to place signage within their appropriate designated area on the building façade with the following sign types allowed but not limited to: blade signs, individual letters, signage integrated with awnings, signage on glass storefront windows, plaque signs, three dimensional objects, etc.
Family Definition	The family definition of this PUD:GDP/SIP shall coincide with the definition given in Chapter 28.03(2) of the Madison General Ordinances for the R6 zoning district.
Alterations and Revisions	No alterations or revisions of this planned unit development shall be permitted unless approved by the City Plan Commission, however, the Zoning Administrator may issue permits for minor alterations or additions which are approved by the Director of Planning and Development and the alderperson of the district and are compatible with the concept approved by the City Plan Commission.

General Project Components

DOT Property

The property immediately to the west of the site is owned by the State of Wisconsin Department of Transportation as surplus right of way from the creation of Campus Drive. This parcel is currently used as surface parking for several businesses in the area during business hours, leased by the City of Madison, and public parking after 5:00 during weekdays. The applicant currently leases one parking stall in this lot. The applicant also maintains a 5' access easement along each side of the common property line along the eastern edge of the DOT Property. The applicant supports the conversion of this property from monthly to hourly public parking facility and encourages the City to explore options for greater public parking serving the neighborhood and in support of commercial components of the project and the surrounding commercial uses.

On-Street Parking

On-street parking forms a key component of maintaining the viability of the commercial components of the project and surrounding commercial uses. This project will create additional on-street stalls through the removal of several existing curb-cuts.

The development group encourages the City to study the potential for additional on-street parking, off-street public parking, and the use of hourly or metered parking to help assure the continued supply of convenient parking for a viable commercial district.

Traffic Study

The development group has hired KL Engineering to undertake a traffic study of the impacts of the proposal. KL Engineering has completed this document in concert with feedback from City of Madison Traffic Engineering and submitted it for review as part of a separate packet.

Bike Parking

Bicycle parking for residents of the building will be supplied within the parking/storage area of the building and will include a minimum of 86 stalls. Visitor and commercial bike parking will be supplied as part of the streetscape and ground floor landscaping.

Sound Study

The development group has hired Audio Design Specialists to undertake a sound study of the impacts of the proposal. The results of the study indicate that the building will be a significant improvement in sound attenuation to the neighborhood south of the project and that the HVAC system noise can be addressed through placement and screening techniques that will be evaluated as part of the system design.

Stormwater Management

The 2500 Block University Avenue project is a proposed commercial development that proposes to construct one multi-use building containing both commercial and residential space with associated sidewalk and underground parking in the City of Madison, Dane County located at the intersection of University Avenue and Highland Drive. The existing site consists of commercial land with buildings; gravel and bituminous parking areas and drives; and some small pervious surfaces. The proposed site will be considered entirely impervious for the purposes of this report, with the potential to include some "Green Roof" technology.

The proposed redevelopment site includes land disturbance exceeding four thousand square feet and creates more than 20,000 square feet of impervious surfaces. Therefore, according to Chapter 37.06(2) and 37.06(3) of the City of Madison Ordinances, the site requires Erosion Control and Stormwater Management permits. Weighted CN values for the Pre-Developed scenario were developed using 98 for all impervious surfaces, 85 for gravel surfaces, and 75 for pervious areas. The CN value for the proposed scenario assumes 98 for the entire site. The watershed modeling was developed using the TR-55 methodology with Eagle Point software. Pond Routing used Storage Indication.

This location has been identified as prone to flooding by the City of Madison and therefore in addition to reducing the Post-Developed Peak Runoff Rate for the 2 and 10-year, 24 hour storm events to rates equal to or less than the Pre-Development Peak Runoff Rate; the 100-year, 24 hour event will also be reduced.

To achieve the required reduction to the peak runoff rate, the project will store shallow depths of stormwater on the rooftops and utilize the roof drains to act as the controlling structures. The rooftops will have several 4" diameter storm drains running down various axes of the buildings. Each drain will control a "cell" of rooftop ranging in area from 1,700 sf to 3,400 sf. The depth of storage will not exceed 6" to minimize the loading on the structure. Volumes in excess of the 100-year storm shall be allowed to drain over the edges of the roof through a series of scuppers whose crest will be 6" above the drain outlet.

A separate stormwater management report has been filed as part of the submittal packet, per the City requirements.

Tree Preservation Plan

In consultation with the City Forestry Division the following tree preservation plan will guide the preservation efforts for the trees within the adjoining right of ways. It is intended that the existing trees along both University Avenue and Campus Drive will be preserved and protected from damage during construction of the building project and during renovation of the streetscape, consistent with preservation guidelines and practices. It is also intended that construction activities will adhere to the applicable requirements described in the City's Tree Protection Specifications.

Appropriate practices will be utilized during construction to protect the existing street trees along University Avenue, and those located in the sloped buffer area between the project site and Campus Drive. University Avenue has approximately seven mature Ash trees worthy of preservation, ranging in caliper from 11" to 16". The Campus Drive buffer area is a massing of volunteer trees consisting largely of Ash and Black Locust.

Preservation Guidelines

- Trees worthy of preservation are to be determined by City Forestry Division Staff, but consist of any trees that can logically remain while still allowing construction activities to occur.
- Any pruning work needed to allow for construction of the buildings will be performed by City Forestry Staff or other authorized City designee.
- It is understood that typically, if 25-30% of tree canopy needs to be removed to allow room for building, the City Forester may recommend removal. Any trees that need to be removed are the responsibility of the developer, and the developer will be required to compensate the City per the rate described in the City Specifications.

Protection Practices

City Specifications provide detailed requirements for tree protection. This project will follow those practices, including at minimum:

- Protective fencing will be erected around each tree or tree massing along University Avenue. Generally it is intended that this will be a snow fence at least 10' in length for the entire width of the terrace for each individual street tree. Groupings of trees may be fenced-off within the Campus drive buffer area.

- Fencing is intended to keep contractors from storing materials and driving heavy equipment over root zones, and to protect tree trunks from abrasions.
- Roots of existing trees will not be cut, for areas where sidewalks are in need of removal without prior approval from City Forestry Division or authorized designee. A new curb cut may require some root cutting, but this will be done in adherence to City Specifications.
- New laterals will be located if possible to be at least five feet from existing trees to avoid cutting of roots.
- City Forestry Staff will mark sidewalks with NRC (no root cutting) adjacent to trees where cutting of roots may be necessary, and the contractor will follow proper practices per the City Specifications for proper cutting under Staff direction.

Green Building/Sustainability

The following features and details are being considered and evaluated for cost and lifecycle value to the project.

Energy Saving Features

- High-efficiency sealed combustion central water heating system (solar water heating system under consideration)
- Energy Star appliances
- High efficiency LED and fluorescent light fixtures in common corridors and stairways
- Low-E insulated window glazing
- Programmable set-back thermostats
- Minimum R-19 insulation in exterior walls
- Minimum R-25 roof insulation
- Exterior air barrier at building perimeter to minimize energy loss
- Energy efficient fluorescent lighting at underground parking garage
- Occupancy sensors in common storage and general garage areas

Green Features

- This development will revitalize a property that was developed previously
- Not a Greenfield development, the surrounding area has been developed for decades
- The neighborhood is accessible by multiple bus, car and bicycle paths
- The site is adjacent to a rail corridor projected for commuter trains
- Adjacent to two major hospitals and the premier UW Campus
- Adjacent to major employers, accessible to pedestrians
- Storm water is harvested for irrigation
- High efficiency toilets and faucets installed throughout
- Photovoltaic system under consideration for site lighting
- Demolition and construction waste managed carefully for recycling
- Smoking prohibited in all common spaces
- Low-VOC products used for flooring, paint, adhesives, and agrifiber products
- Metal structure utilizes recycled steel throughout
- Formaldehyde-free insulation used in walls and floor system
- Green roof features at courtyard and roof-top patio
- On site parking for Community Car

Building Data Unit Mix

Unit - Type	Beds	Baths	Unit	Balcony	Floors							Subtotals Units	Subtotals Area
	Number	Number	Size	Size	P1	1st	2nd	3rd	4th	5th	6th		
A - 2BR	2	2	1019				4	4	4	4	4	20	20380
B - 1BR	1	1	723				8	8	8	7	7	38	27474
B2 - 1BR	1	1	656				1	1	1	1		4	2624
C - Studio	1	1	472				6	6	6	5	5	28	13216
D - 1BR/D	1	1	848				1	1	1	1		4	3392
E - 2BR/D	2	2	1425				1	1	1	1		4	5700
F - 2BR/D	2	2	1151				1	1	1	1	1	5	5755
G - 1BR/D	2	2	875					1	1	1		3	2625
H - 1BR/D	1	1	950				1	1	1	1		4	3800
I - 2BR/D	2	2	1213				1	1	1	1		4	4852
J - 2BR	2	2	1069							1	1	2	2138
K - 1BR	2	1	817								1	1	817
L - 2BR/D	2	2	1314								1	1	1314
Manager Unit	1	1	864				1					1	864
LF - 2BR Loft	3	2.5	1772			3						3	5316
TH1 - 3BR Townhouse	2	2.5	1580			1						1	1580
TH2 - 2BR/D Townhouse	2	2.5	1521			6						6	9126
TH3 - 3BR Townhouse	3	2.5	2132			1						1	2132
Number of Units					0	11	25	25	25	24	20	130	
Leaseable Area Net SF						18154	18935	19810	19810	19684	15848	112241	113105
Residential Area Gross SF	*includes circulation, commons, etc.*					16222	29576	29576	23635	23635	19274		141918
Commercial Unit #1						3461							
Commercial Unit #2						1389							
Commercial Unit #3						2305							
Commercial Unit #4						1428							
Commercial Area Gross SF						8583							8583
Parking Area Gross SF	*includes storage, mech, etc.*				42276	15407							57683
TOTAL BUILDING GROSS SF					42276	40212	29576	29576	23635	23635	19274		208184
Total Site Area													
Efficiency (residential)					0.0%	111.9%	64.0%	67.0%	83.8%	83.3%	82.2%		79.7%
Average Unit Size Net SF						*note: res lobbies, etc. in parking sf calcs & net townhouse sf in first floor calcs*							870
Number of Bedrooms													184
Balcony Area Gross SF													0
Outdoor Plaza Gross SF													0
Storage													0
Bike Parking						86							86
Indoor Parking													
Resident parking					99	42						141	
Tandem					11							11	
Total Resident Parking					110	42						152	
Parking Ratio per unit												1.17	
Parking Ratio per bed												0.83	
Employee Parking												0	
Guest Parking												0	
TOTAL PARKING					110	42						152	

BUILDING DATA

audio design
specialists

ADVANCED ACOUSTICAL CONSULTATION & SYSTEM DESIGN

18 October 2010

Mr. Jay Mullins
Mullins Group, LLC
401 North Carroll Street
Madison, WI 53703

Subject: 2500 University Avenue

Dear Jay:

This letter is to address two acoustical aspects of your project at 2500 University Avenue.

Initially, you had raised the question of whether or not the new structure would be a benefit to neighboring properties to the south, on the basis that it would attenuate traffic noise from Campus Drive to the north. More recently, you indicated that neighbors were concerned about the potential of mechanical system noise of the project itself.

Campus Drive Traffic Noise:

On 21 June 2010, we measured the traffic induced noise of Campus Drive during the morning rush hour, beginning at 6:35 AM and ending at 6:57 AM. We chose the morning rush hour, as opposed to the evening rush hour, as most traffic would be in the inbound lanes to the south, closest to the site. The SPL (sound pressure level) was measured in dBA every 30 seconds, with each measurement being the average of the preceding 8 seconds, extending over a period of 22 minutes. Until the traffic density had increased to where lower speeds were starting to lower the noise level. The results are displayed on the enclosed graphic.

The location for measurements was on the roof top of an existing building at an elevation equal to that of Campus Drive, at a distance of 80 feet from the centerline of the Campus Drive corridor. Sound levels at distances greater than 80 feet would decrease by 3 decibels with every doubling of distance.

The average level was 61 dBA. In addition to the values noted at the 30 second intervals, we noted two peak values of 75 dBA and 79 dBA, caused by a dump truck and poorly muffled motorcycle respectively.

5650 PENNWALL ST., MADISON, WI 53711 TEL 608/274-4333 FAX 608/274-4867

Most of the noise is tire/pavement turbulence noise, which is mostly in the middle of the spectrum. Tire/pavement turbulence noise is a function of speed, and is most noticeable at the beginning of rush hour, when the traffic density is low, allowing for higher speeds. Mid frequency noise is easily attenuated with barriers of reasonable height, thickness, and mass, as evidenced by those frequently employed along interstate highways in urban areas. These barriers range in height from 10 to 18 feet, and are constructed of wood, concrete, or metal panels only a few inches thick. On that basis, a large building 70 feet high, extending along the property line, and 60 feet thick at its thinnest point, will be a highly effective noise barrier relative to traffic on Campus Drive.

The specific amount of attenuation provided will be a function of frequency, distance from the structure, location on the axis parallel to the structure, and elevation. Low frequency noise, with its long wavelengths, can wrap around structures, so some low frequency noise would still be audible on the south side at the extreme ends. In general, the structure and its attenuation may be viewed in the same manner in which an opaque object obstructs light from a non point source. There is a cone of near total attenuation tapering inward and away from the object, equivalent to the umbra, and there is a cone with lesser attenuation tapering outward and away from the object, equivalent to the penumbra. Outside of the cone the attenuation will be less.

The proposed building will reduce the level of roadway and other noise from Campus Drive which now carries into the residential neighborhood to the south. The proposed building will not increase the roadway noise at any point in the residential neighborhood.

Mechanical System Noise:

It is our understanding at this point that concerns expressed over mechanical system noise relate to roof top AHUs (air handling units). Noise from roof top AHUs may be reduced substantially, by a combination of the following steps:

1. Selection of roof top AHUs with the lowest inherent noise. There is a large difference between different AHUs.

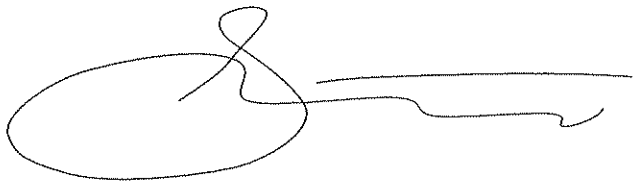
2. Placement of the roof top AHUs toward the north half of the property, minimizing the amount of energy reaching the property line to the south, first due to increased distance, and second, because of the greater shadowing effect of the roof.

3. Installation of barrier walls around the roof top AHUs, as close as possible to them without impeding access for maintenance or air flow.

Let us know if you have any questions.

Sincerely yours,

AUDIO DESIGN SPECIALISTS



John Westra,
President

JW/rf

Demolition Permit/Recycling Plan

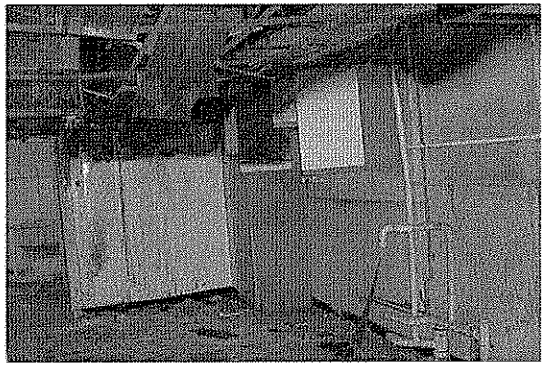
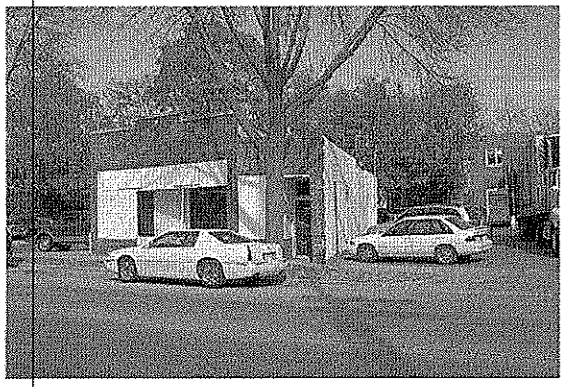
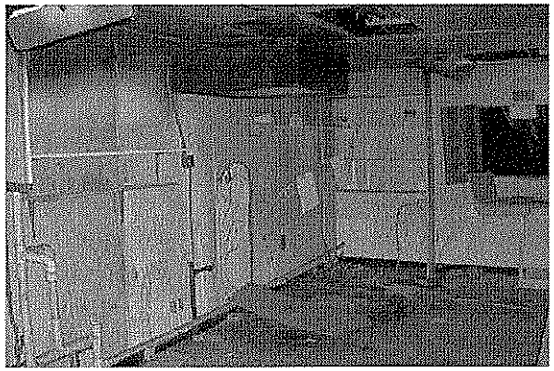
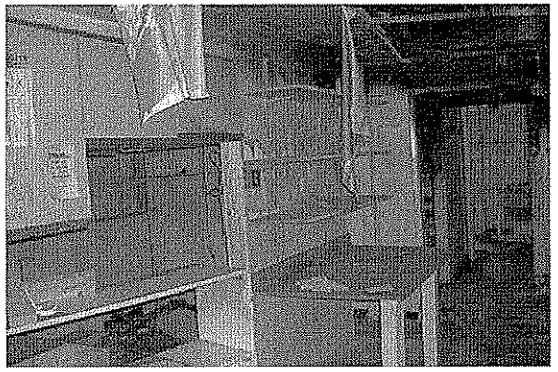
The buildings currently located within the project boundary are functionally obsolete and do not lend themselves to reinvestment or reprogramming for future uses. The overall approach to redevelop and more efficiently utilize the site, in keeping with City of Madison sustainability and economic goals, has led the development team to request demolition for all of the buildings on-site.

These buildings were built prior to 1950 and as such were subject to the 60 day notification. This notification was filed with the electronic filing system on August 18, 2010.

The Recycling Plan will be submitted prior to the issuance of demolition permits for the site and will be prepared in consultation with City Staff and the demolition contractor.

2508 University Avenue 0709-211-0205-3
Constructed: (e) 1948
Original Use: Beauty Parlor
Recent Use: One Floor Commercial Building



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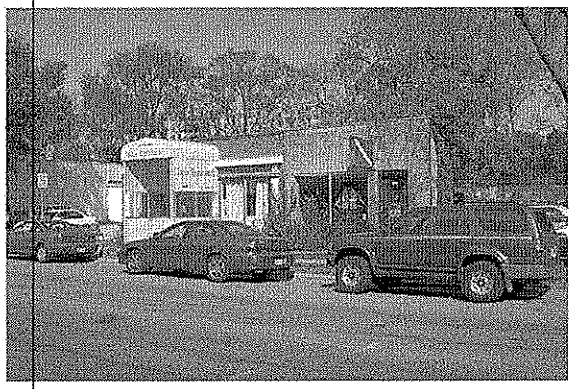
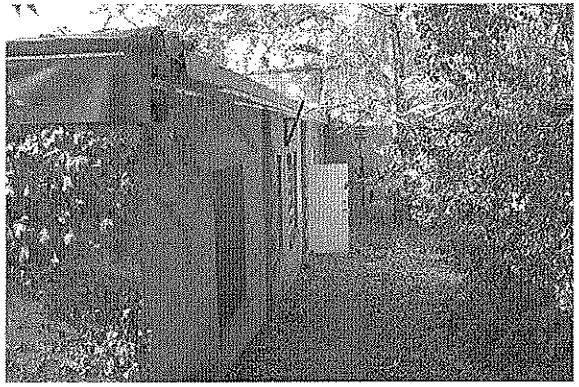
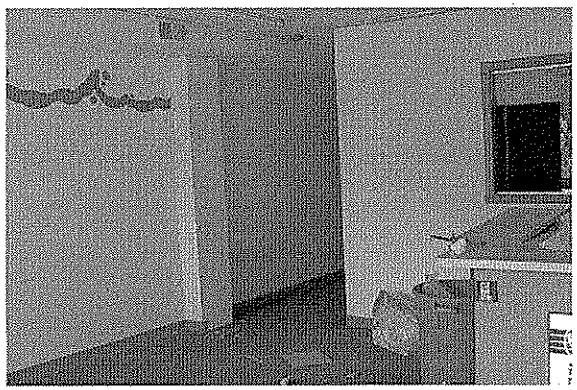
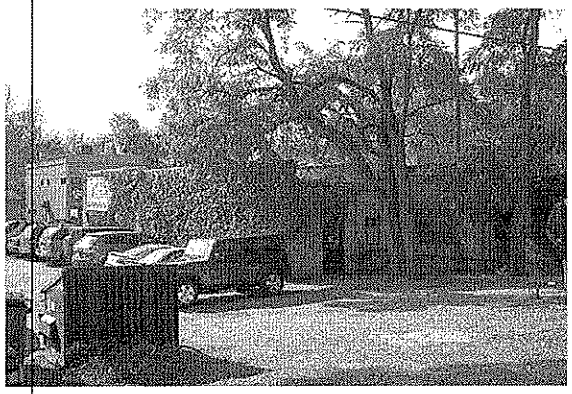
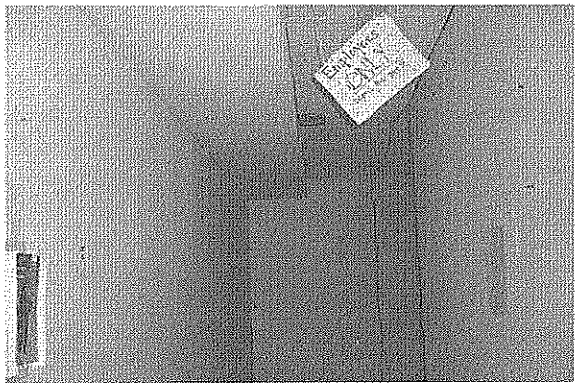
2522 University Avenue 0709-211-0203-7
Constructed: (e) 1948
Original Use: Restaurant
Recent Use: One Floor Commercial Building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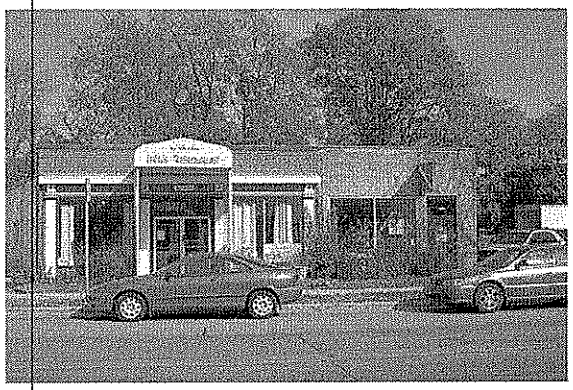
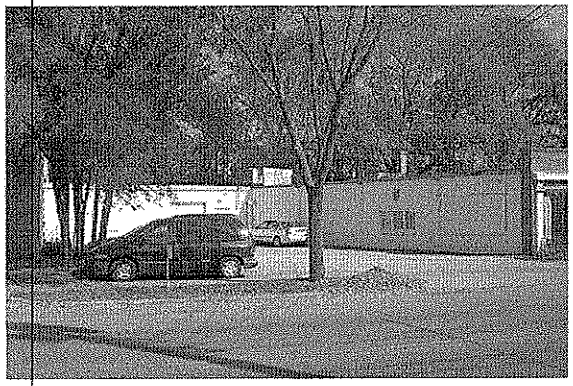
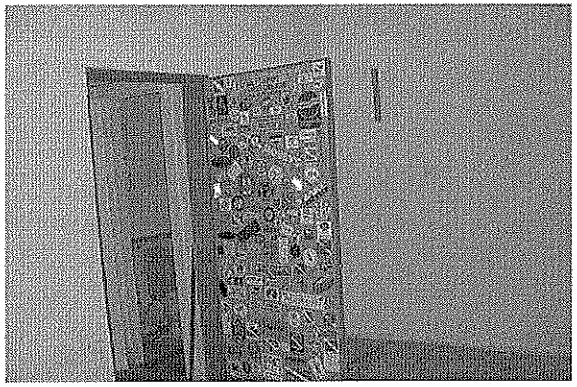
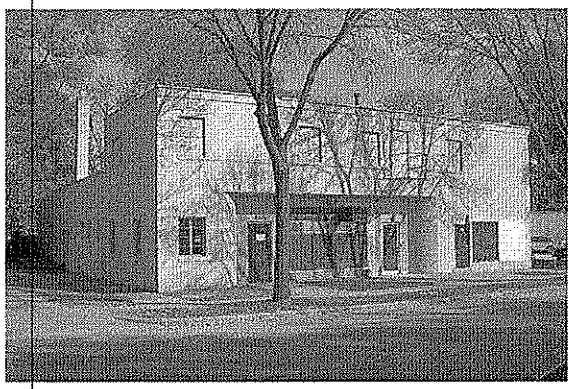
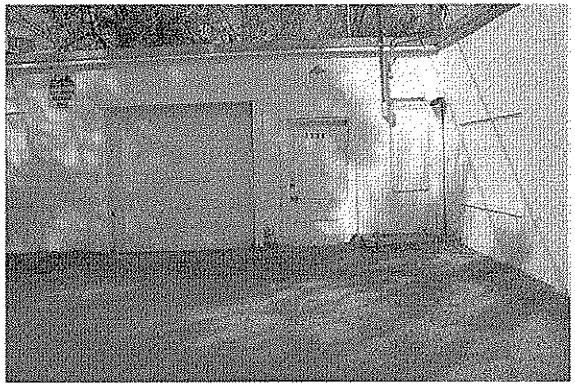
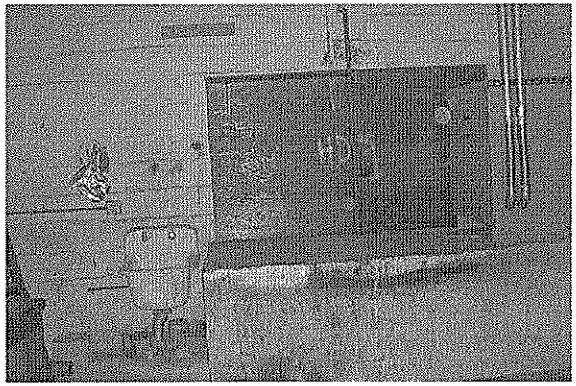
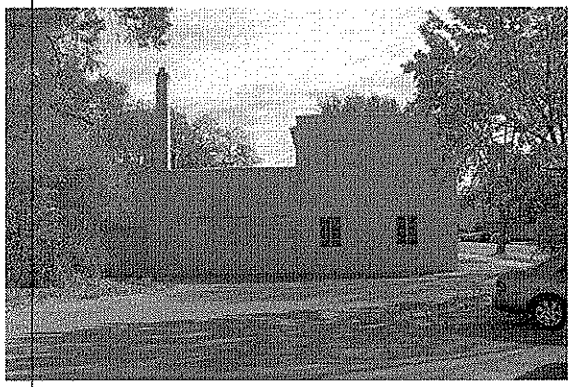
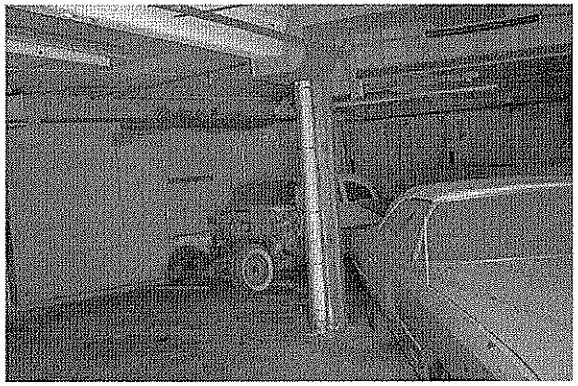
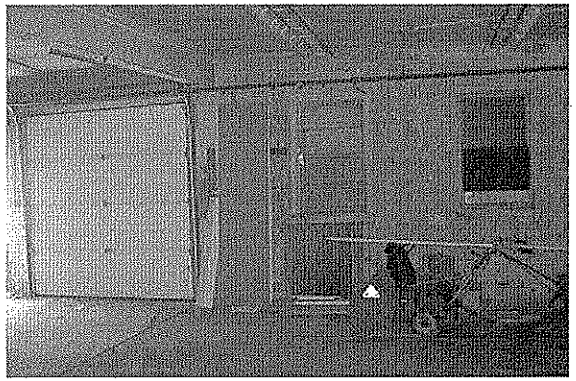
2524/1526 University Avenue 0709-211-0202-9
Constructed: (c) 1945
Original Use: Upholstery Shop
Recent Use: One Floor Commercial Building



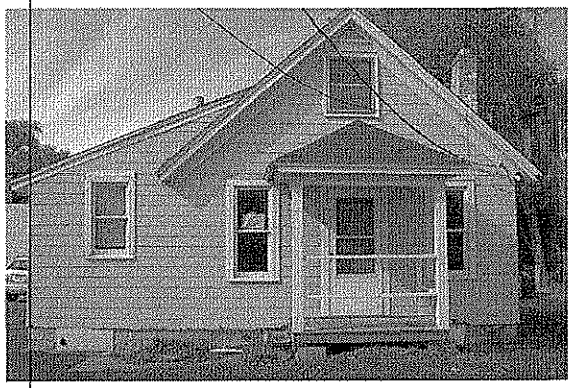




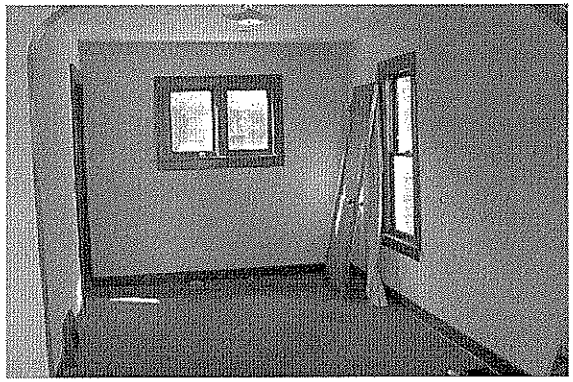

4

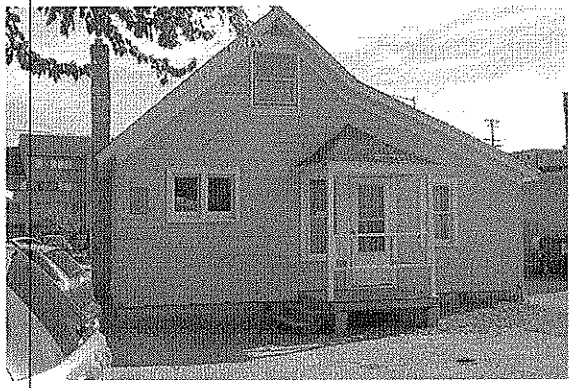
2544/2546/2548 University Avenue 0709-211-0201-1
Constructed: 1940
Original Use: Dr. Pepper Bottling Plant
Recent Use: Mixed Use
Commercial First Floor
Partial Upper Floor Residential 2 Units

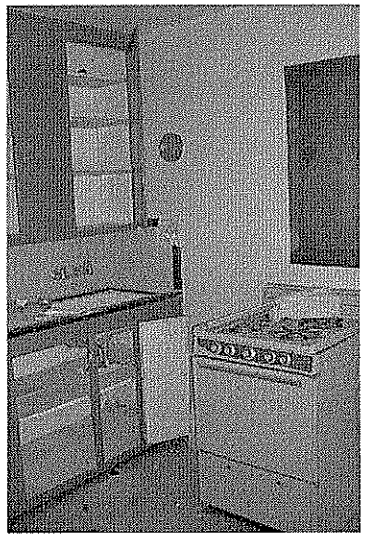







516 **Highland Avenue** 0709-211-0207-9
Constructed: Moved to site from 2733 Kendall Avenue in 1939
Recent Use: Single Family Residential Home/Apartment

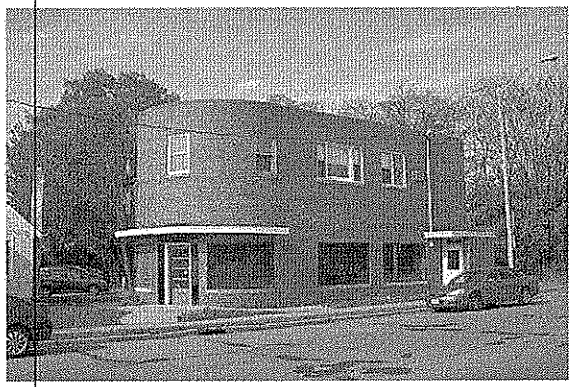


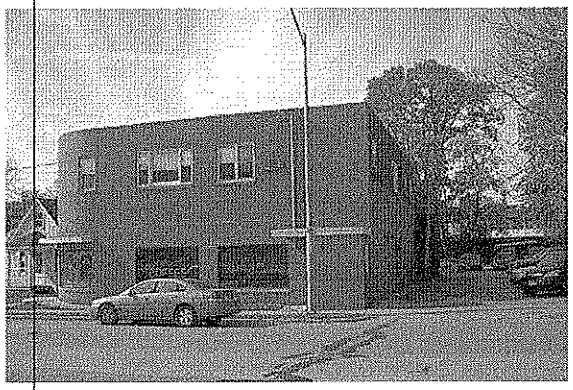
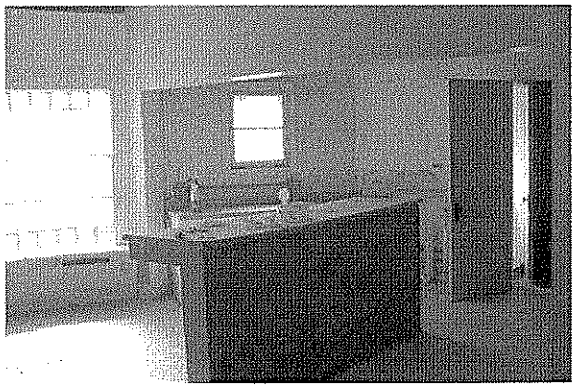
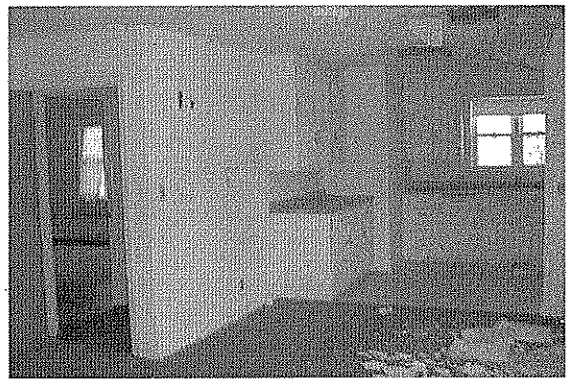






518 **Highland Avenue** 0709-211-0208-7
Constructed: (e) 1935
Original Use: Dairy
Recent Use Mixed Use
Commercial First Floor
Partial Upper Floor Residential 2 Units



4

TRAFFIC STUDY

2550 University Avenue Redevelopment
City of Madison, Wisconsin

Prepared for:
The Mullins Group LLC
Madison, WI

Prepared by:

KL Engineering
[A] Better Experience
5950 Seminole Centre Court Suite #200
Madison, WI 53711

October 2010

TABLE OF CONTENTS

INTRODUCTION

The Mullins Group LLC is proposing a mixed use development in the 2500 block of University Avenue on the west side of the City of Madison, Dane County, Wisconsin. This proposal includes the construction of a combination apartment/townhouse building on the northwest corner of University Avenue and Highland Avenue. The apartment building also includes neighborhood retail on the first floor in addition to the apartments and townhouses and street level and underground parking in a ramp structure under most of the residential complex.

The proposed project is on the north side of University Avenue between Highland Avenue and Grand Avenue and will replace a combination of small vacant retail and small surface parking lots. The south side of University Avenue currently consists of a combination of multi-family residential and commercial uses with a single family residential neighborhood further to the south. To the north is Campus Drive, a four lane access controlled arterial, which was constructed in 1968 as a bypass for this segment of University Avenue. Highland Avenue borders the proposed development on the east with the InnTowner Hotel and other commercial and multi-family residential uses east of Highland Avenue. To the west of the proposed complex is a small Wisconsin Department of Transportation (WisDOT) owned surface parking lot which is currently leased to the City of Madison who rents out spaces monthly.

The site consists of 1.08 acres and the development is planned to be constructed in 2011-2012. Six buildings, which include some commercial and residential uses and three small private parking lots (accommodating approximately 50 vehicles) currently exist on the site. Five of the six buildings are currently vacant. These will be demolished to make way for the new development. The existing Lombardinos Restaurant and its small parking lot located right on the northwest corner of the intersection of University Avenue and Highland Avenue will remain in addition to the WisDOT owned surface parking lot to the immediate west of the proposed development. The remainder of the block will be occupied by the new development.

The proposed development includes a total of approximately 208,000 square feet which includes approximately 113,000 square feet of proposed residential net leasable area, approximately 29,000 square feet of common residential area, approximately 8,500 square feet of proposed commercial, and approximately 57,500 square feet of parking ramp including storage, mechanicals, etc. Several neighborhood meetings have been held to discuss the development and its impacts. The site plan has been modified several times to address the neighborhood desires. An aerial view showing the location of the proposed development is included as Exhibit 1 and a sketch of the proposed development is included as Exhibit 2.

The purpose of this study is to evaluate the effect of the proposed development on the adjacent street network including the following intersections:

University Avenue and Highland Avenue
Highland Avenue and Campus Drive
University Avenue and Grand Avenue

The intersections of Highland Avenue with University Avenue and Campus Drive are both controlled by a traffic signal. The intersection of University Avenue and Grand Avenue is controlled by a stop sign on Grand Avenue.

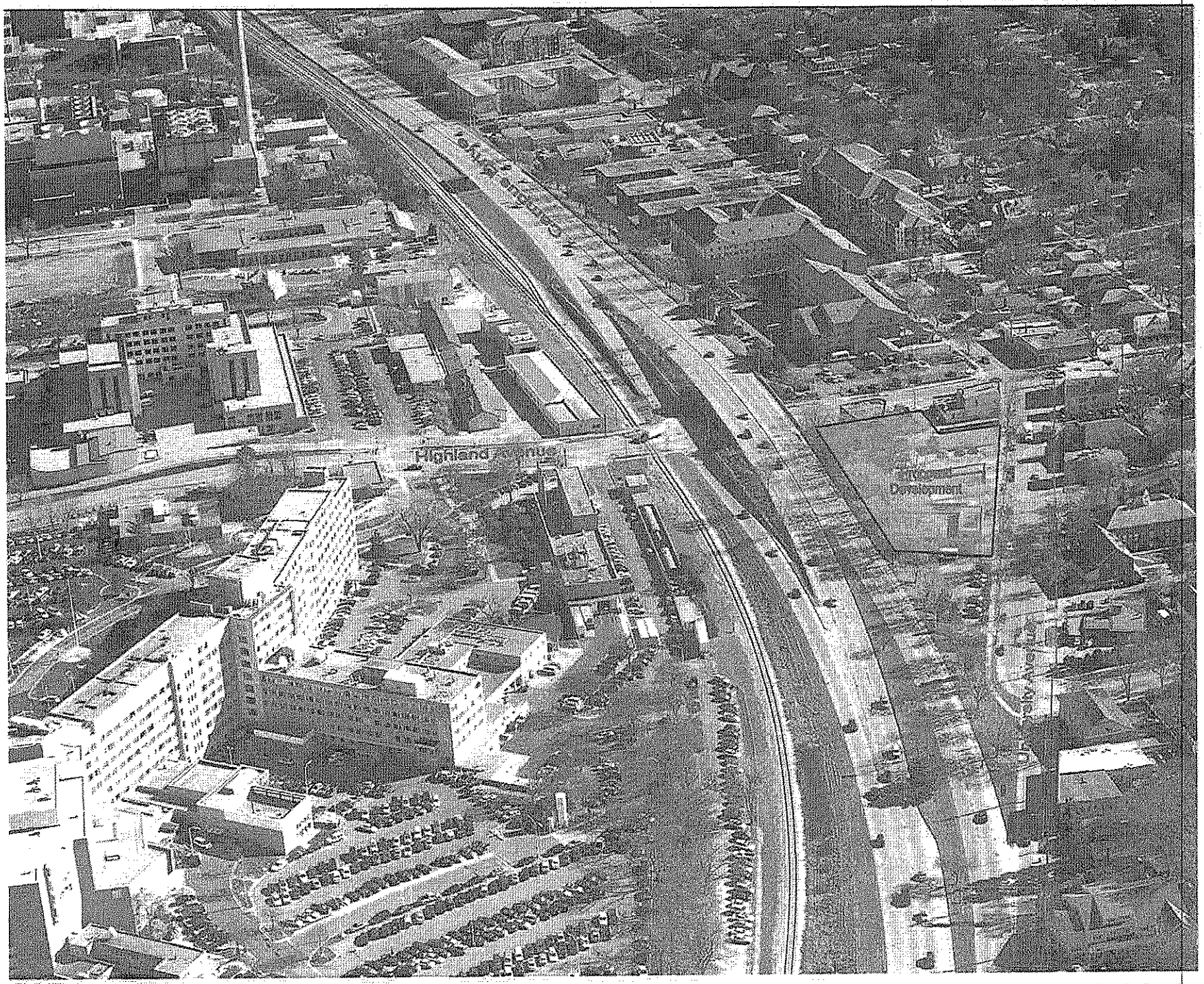
There are currently four driveways which serve the existing development site, three on University Avenue and one on Highland Avenue. The proposed development would maintain the driveway access on Highland Avenue. It is proposed that the University Avenue access be combined with the existing eastern access to the WisDOT owned surface parking lot resulting in a net loss of three curb cuts on University Avenue. This access is expected to serve about one quarter of the vehicles parking in the proposed ramp and the Highland Avenue access is projected to serve the remaining three quarters of the parking spaces in the ramp. The ramp consists mostly of parking for residents of the proposed apartments and townhouses with limited parking for the commercial employees. Customers of the proposed neighborhood commercial businesses who arrive by motor vehicle will be expected to utilize on street parking or parking in the existing WisDOT owned parking lot to the west.

Multi-modal transportation will be encouraged for this development and automobile use will be discouraged. Residents will be required to pay for motor vehicle parking at assigned spaces in the ramp and the City of Madison will not issue residential parking permits for on-street parking. A community car and bicycles will be provided for residents to use on a shared basis. Adequate parking will be provided for privately owned bicycles.

Although close to a single family residential neighborhood to the south, this development is on the western and southern edge of a highly urban area. Parking is currently difficult to find and many people travel through the area by bicycle or on foot. Recent traffic counts show over 200 pedestrians and bicyclists travel through this area during each of the peak hours.

The residential portion of this development will be marketed to young professionals working in the vicinity. Along with being easily accessible by bicycle or on foot to thousands of employment opportunities in the area, the proposed development is located on multiple transit routes.

The commercial portion of the development is intended to be "neighborhood-oriented" retail that would attract local residents including those in the apartments and townhouses and the high number of bicyclists and pedestrians passing through the area.



Mullins: 2550 University Avenue Development **Exhibit 1**

DATA COLLECTED

Existing hourly counts for University Avenue and Highland Avenue were obtained from the City of Madison for the past several years. In addition, KL Engineering conducted peak hour traffic counts and observations at the University Avenue – Highland Avenue intersection; the Highland Avenue – Campus Drive intersection; and the University Avenue – Grand Avenue intersection. Copies of these counts, including bicycle and pedestrian counts, are included in Appendix A.

TRIP GENERATION AND DISTRIBUTION

Trip generation was determined by using average trip generation rates obtained from the Institute of Transportation Engineers (ITE) report, Trip Generation, 8th Edition, published by the Institute of Transportation Engineers (ITE) in 2008. This publication is based on more than 4,800 trip generation studies submitted to the Institute by public agencies, developers, consulting firms, and associations. A trip is defined as a single or one-directional movement, with either the origin or destination of the trip being from the proposed development. The trip generation categories from the ITE Trip Generation Manual considered for the residential portion of this project were: Land Use 220 for the apartments and Land Use 230 for the residential townhouses. Although at the time of this report it was undetermined what the specific commercial uses will be, some assumptions were made based on what the Mullins Group anticipate the uses to be. Based on these assumptions, the following land use categories were considered for the commercial portion of the development: Land Use 492, Health/Fitness Club; Land Use 814, Specialty Retail Center; Land Use 932, High Turnover Restaurant; and Land Use 936, Coffee/Donut Shop without Drive-Through Window.

Multi-Use and Pass-By Trips

Trip generation rates for the individual uses were determined based on the ITE rates. Some of the traffic for the new development will be making multiple stops in the development and some trips will be internal to the development and will not require the use of the street system. The commercial uses are intended to attract local area residents including those in the proposed residential units in this development. For purposes of our calculations, the total trips were reduced by 20% to reflect these multiple–use and internal trips.

In addition, some of the trips will be "pass-by trips" which are defined by the ITE Handbook "as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-By trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway." These pass-by trips will not be new trips to the surrounding streets. For this development, pass-by trips were estimated to be 20% for the commercial portion of the development. No pass-by trips were assumed for the residential portion.

Both the multi-use reduction and the pass-by adjustments are consistent with ITE standards and are as discussed and agreed upon with the City of Madison Traffic Engineering staff.

Reduction for Multi-Modal Transportation Uses

In addition to the above reductions, a 20 to 50% reduction was taken for multi-modal uses. As stated in the ITE 8th edition Trip Generation User's Guide, ITE trip generation rates are derived from data that is "primarily collected at suburban locations having little or no transit service, nearby pedestrian amenities, or travel demand management (TDM) programs." The proposed development is well served by Madison Metro Transit and is located along multiple citywide and campus transit routes on both University Avenue and Highland Avenue. There are sidewalks along all streets in the area. In addition, a bicycle path on the north side of Campus Drive connects this area to the downtown and the bicycle route to the west along University Avenue. Kendall Avenue, one block to the south, is currently part of a "bicycle boulevard" test pilot where bicycles have the right to use the entire roadway.

One of the Madison area's largest employers, the University of Wisconsin, is located to the north and east of the proposed development. Much of the University, including the University of Wisconsin Hospitals and Clinics and the attached Veterans Administration Hospital, located directly to the north of this project, are within short walking distance. Parking is limited and costly on the University campus while Madison Metro buses, including campus buses, are free to University employees. Therefore few employees are likely to drive from the proposed complex to their employment if it is in the campus area. The developer plans to market the residential units to employees of these facilities, and easy alternative mode access to employment is considered to be one of the prime factors for prospective residents desiring to live in this vicinity. The developer has plans to include a community car and have bicycles available for use by residents to minimize the need for them to have a personal motor vehicle. In addition, the City of Madison does not plan to issue on-street "residential parking permits" to residents of the proposed apartments/townhouses so it is unlikely that residents will own more vehicles than are able to park in the proposed ramp since on-street parking storage will be difficult. All of these factors indicate that this development is likely to have less vehicle trips generated than the "typical" development which was likely studied in the ITE sample data used to calculate average rates.

Considering the above factors, a multi-modal reduction rate of 20% is a conservative estimate for the residential portion of this development. There are approximately 136 proposed parking stalls for the 130 proposed residences and just over one stall per residence. With the 20% reduction rate applied for multi-modal trips, an estimated 547 trips per day will be generated by these 130 proposed residences, an average of just over four trips per day. Since many of the work trips are anticipated to be by alternative modes of transportation (bicycles, pedestrians and transit), it is likely the peak hour reduction could be even greater. The analyses were completed with the 20% reduction to provide a conservative estimate.

In addition, there are already multiple bicycle and walking commuters using the streets in this area either walking from home or parking spots on nearby streets. The manual turning movement count that was completed by KL Engineering in September show that there were 145 pedestrian crossings and 62 bicycles at the intersection of University Avenue and Highland Avenue during the PM peak hour. At the Highland Avenue and Campus Drive intersection and the adjacent bike path, over 135 pedestrians and 140 bicycles crossed in the PM peak hour. The commercial portion of the development is anticipated to be the type that these commuters might utilize on their way past the development and with limited parking in the area, the pedestrian and bicycle commuters are likely to be the primary consumers at these businesses, at least during the peak hours. The combination of these factors and the City of Madison's stated goals of increased use of alternative modes of transportation indicate that a 20 to 50% reduction for multi-modal uses is reasonable. Based on the ITE rates and the type of commercial developments used in this model, a 50% reduction was assumed for the coffee shop and a 20% reduction was assumed for the remainder of the commercial uses.

A summary of the trip generation for this development, for an average daily weekday (residential use only due to the uncertainty of the commercial uses), PM peak hour, and AM peak hour; including the reduction for combined trips, pass-by trips, and multi-modal trips is included as Exhibit 3.

After the above reductions are applied, the proposed development is anticipated to generate approximately 118 motor vehicle trips in the AM peak hour and 94 motor vehicle trips in the PM peak hour. Approximately 15 of the AM peak hour trips are anticipated to be "pass-by" trips and approximately 103 of the AM peak hour trips are anticipated to be "new" trips. In the PM peak hour, approximately 9 of the trips are anticipated to be "pass-by" trips and approximately 85 are anticipated to be new trips.

These trips were assigned to the existing roadway system using current street system geometrics, existing travel patterns, proposed development access and parking layout, and engineering judgment. The proposed development includes two access points, one on Highland Avenue across from the Best Western InnTowner Hotel, approximately 200 feet from both the University Avenue and the Campus Drive intersections; and one on University Avenue approximately halfway between the Grand Avenue intersection and the Highland Avenue intersection.

The Highland Avenue access point is anticipated to provide access to approximately 75% of the total proposed 152 parking stalls in the underground parking ramp and the University Avenue access point is anticipated to provide access to the remaining 25% of the stalls. Approximately 136 of the proposed parking ramp spaces will serve the residents of the apartments/condominiums and the remaining spaces will be employee parking for the proposed commercial businesses. There is no customer parking planned for the commercial uses in the proposed parking ramp. Therefore the two proposed access points to the ramp are anticipated to accommodate most of the residential traffic entering and exiting the development area but only a small portion of the commercial traffic entering the area. The remaining traffic is anticipated to park on-street on University Avenue or off-street at the WisDOT parking lot at the west end of the development. Exhibit 4 shows how trips entering and exiting the area to access the development were distributed during the AM peak hour and Exhibit 5 summarizes trip distribution during the PM peak hour.

EXHIBIT 3

MULLINS: 2550 UNIVERSITY AVENUE REDEVELOPMENT
ESTIMATED TRIP GENERATION

AVERAGE DAILY TRAFFIC - RESIDENTIAL ONLY

Land Use Code	Land Use	Independent Variable	Ind. Variable At Full Build Out 2013	Rate	Number of Trips 2013	Multi-Use Reduction	Total Trips After Multi-Use Reduction	Multi-mode Reduction	Veh Trips After Multi-mode Reduction	Split Entering/ %	Split Exiting %	No. Entering	No. Exiting
220	Apartment	Dwelling Units	119	6.65	791	20%	633	20%	506	50%	50%	253	253
230	Residential Townhouse	Dwelling Units	11	5.81	64	20%	51	20%	41	50%	50%	20	20
	TOTAL RESIDENTIAL TRIPS				855		684		547			274	274

RESIDENTIAL NEW VEHICLE TRIPS AWT 547

AM PEAK HOUR

Land Use Code	Land Use	Independent Variable	Ind. Variable At Full Build Out 2013	Rate	Number of Trips 2013	Multi-Use Reduction	Total Trips After Multi-Use Reduction	Multi-Mode Reduction	Veh Trips After Multi-mode Reduction	Split Entering/ %	Split Exiting %	No. Entering	No. Exiting	Pass-By Reduction %	Pass-By Reduction No.	Pass-By Entering	Pass-By Exiting	New Vehicle Trips Non Pass-by Entering	New Vehicle Trips Non Pass-by Exiting
220	Apartment	Dwelling Units	119	0.51	61	20%	49	20%	39	20%	80%	8	31	0%	0	0	0	8	31
230	Residential Townhouse	Dwelling Units	11	0.44	5	20%	4	20%	3	17%	83%	1	3	0%	0	0	0	1	3
492	Health/Fitness Club	1,000 SF	3.5	1.38	5	20%	4	20%	3	45%	55%	1	2	20%	1	0	0	1	1
814	Specialty Retail Center	1,000 SF	2.3	1.37	3	20%	3	20%	2	48%	52%	1	1	20%	0	0	0	1	1
932	High-Turnover Restaurant	1,000 SF	1.4	11.52	16	20%	13	20%	10	60%	40%	6	4	20%	2	1	1	5	3
936	Coffee/Donut Shop without Drive-Through Window	1,000 SF	1.3	117.23	152	20%	122	50%	61	51%	49%	31	30	20%	12	6	6	25	24
	TOTALS				242		194		118			48	70		15	8	7	40	63

TOTAL NEW VEHICLE TRIPS AM 103

PM PEAK HOUR

Land Use Code	Land Use	Independent Variable	Ind. Variable At Full Build Out 2013	Rate	Number of Trips 2013	Multi-Use Reduction	Total Trips After Multi-Use Reduction	Multi-Mode Reduction	Veh Trips After Multi-mode Reduction	Split Entering/ %	Split Exiting %	No. Entering	No. Exiting	Pass-By Reduction %	Pass-By Reduction No.	Pass-By Entering	Pass-By Exiting	New Vehicle Trips Non Pass-by Entering	New Vehicle Trips Non Pass-by Exiting
220	Apartment	Dwelling Units	119	0.62	74	20%	59	20%	47	65%	35%	31	17	0%	0	0	0	31	17
230	Residential Townhouse	Dwelling Units	11	0.52	6	20%	5	20%	4	67%	33%	2	1	0%	0	0	0	2	1
492	Health/Fitness Club	1,000 SF	3.5	3.53	12	20%	10	20%	8	57%	43%	5	3	20%	2	1	1	4	3
814	Specialty Retail Center	1,000 SF	2.3	2.71	6	20%	5	20%	4	44%	56%	2	2	20%	1	0	0	1	2
932	High-Turnover Restaurant	1,000 SF	1.4	11.15	16	20%	12	20%	10	51%	49%	5	5	20%	2	1	1	4	4
936	Coffee/Donut Shop without Drive-Through Window	1,000 SF	1.3	40.75	53	20%	42	50%	21	49%	51%	10	11	20%	4	2	2	8	9
	TOTALS				167		133		94			55	39		9	4	4	50	35

TOTAL NEW VEHICLE TRIPS PM 85

*numbers do not always add up due to rounding

EXISTING ROADWAYS AND CAPACITY ANALYSES

Existing Conditions

University Avenue serves as a one way eastbound exit from Campus Drive on the west end of the analysis area. It becomes a 42 foot roadway at the Grand Avenue intersection. With the exception of the AM peak hour when all parking is prohibited on the south side, parking is allowed on both sides of University Avenue from Grand Avenue to just west of the Highland Avenue intersection. Because of the allowed parking, which is heavily occupied, University Avenue operates as a one lane roadway in each direction west of Highland Avenue with the exception of the AM peak hour. During the AM peak hour, there are two westbound lanes from Grand Avenue to the west. At the Highland Avenue intersection, parking is prohibited at all times within approximately 80 feet of the intersection, resulting in a short two lane approach to the intersection. There are no lane restrictions here therefore the two lanes operate as a right/through lane and a left/through lane with the capability of bypassing vehicles to the right when the left lane is occupied by a vehicle waiting to turn left.

Parking is not allowed on either side of University Avenue from just west of the Highland Avenue intersection to the east. University Avenue on the east approach to the Highland Avenue intersection currently operates as a two lane approach with the right lane marked as a "right turn only" lane and the left lane operating as a left/through lane. Although the right turn lane is marked as a "right turn only" lane, it essentially operates as a combination right turn lane and through lane at the intersection as vehicles use it to bypass vehicles stopped in the left lane to turn south on Highland Ave.

Highland Avenue is a 36 foot wide roadway to the south with the centerline marked to give northbound traffic 22 feet. With the 22 foot width northbound, right turning vehicles are able to bypass vehicles waiting at a red signal and through vehicles are able to bypass vehicles stopped to turn left.

Highland Avenue north of the University Avenue intersection is 44 feet wide and has two marked lanes for southbound traffic. The left lane is designated as a "left turn only" lane and the right lane serves as a combination through/right turn lane. Although parking is allowed on the west side of Highland Avenue approximately 100 feet north of the University Avenue intersection during most of the day, no parking is allowed on Highland Avenue north of University Avenue during the PM peak hour. There is a private drive approximately 80 feet north of University Avenue on the west side of Highland Avenue. This drive, which will remain, currently serves a small parking lot for the existing Lombardinos restaurant and is also one of two access points to a 30 car private parking lot between existing buildings. There is an additional private drive, approximately 80 feet north of the Lombardinos drive, which currently serves a small (10-12 vehicle) private parking lot and is proposed to be the location of the main access point to the proposed development. Opposite it is a driveway serving the Best Western InnTowner Hotel on the east side of Highland Avenue. These drives are approximately halfway between the University Avenue and the Campus Drive intersections. Highland Avenue widens to two lanes in each direction just north of this location.

The intersection of Campus Drive and Highland Avenue serves the westbound on and off ramps from Campus Drive. Both approaches of Highland Avenue and the Campus Drive off-ramp have two lane approaches to this intersection with no lanes restricted to specific traffic movements. There is no parking allowed on any of the approaches to this intersection.

Grand Avenue is a residential street that intersects University Avenue just east of where University Avenue serves as a one-way exit from Campus Drive. University Avenue has a one lane approach from both directions at this location. Westbound traffic is forced to turn left onto Grand Avenue.

The University Avenue / Highland Avenue intersection is planned for reconstruction in 2011. Specific details of the proposed design are not currently available from the City of Madison Engineering Division.

Capacity Analyses

Highway Capacity Analyses were completed for the intersections of University Avenue and Highland Avenue; Highland Avenue and Campus Drive; and University Avenue and Grand Avenue in the AM and PM peak hours. An explanation of the level of service (LOS) is included in Appendix B. The analyses were completed for existing traffic and for total traffic with added development trips at each intersection. To determine existing traffic, automatic hose counts for the past four years were compared to the manual turning counts. It appears that construction on University Avenue to the west of the proposed development and the downturn in the economy may have resulted in the manual counts and the 2010 automatic hose counts being low when compared to automatic hose counts from previous years for University Avenue traffic. As a result, traffic on University Avenue was increased by 30% for the PM peak hour and 20% for the AM peak hour from the manual counts. Manual traffic counts did not appear low for Highland Avenue, Grand Avenue, or Campus Drive, so those volumes were not adjusted.

These analyses show that in the AM peak hour all intersections and all traffic movements operate at LOS C or better currently and are anticipated to continue to do so with added development traffic. In the PM peak hour, the analyses show that the westbound approach on University Avenue at Highland Avenue operates at LOS C but the left lane, which serves as a combined left/through lane, operates at LOS D. The right lane on this approach is currently marked as a "right turn only" lane which would theoretically force all through vehicles, in addition to all left turning vehicles, to use the left lane. However, observations during the peak hours indicate that straight through vehicles typically will use the right lane to bypass vehicles waiting to turn left and therefore in practice the lanes operate as unmarked lanes with through vehicles using either lane depending on the traffic in the adjacent lane. When the intersection was modeled this way, all traffic movements improved to LOS C or better. Given the volume of left turns at this location, consideration should be given to leaving the lanes as unmarked rather than designating a separate right turn lane. The capacity analyses for these intersections are included in Appendix C.

The proposed development generates a total of 85 new vehicle trips in the PM peak hour and 103 new vehicle trips in the AM peak hour. The maximum effect on one intersection is 56 additional vehicles at the intersection of University Avenue and Highland Avenue in the AM peak hour. In reality, the margin of error and daily variability of the traffic exceeds the number of trips expected to be generated by this development in the peak hours. The proposed development will have minimal effect on these intersections and on the street system in this area.

AM & PM PEAK HOUR
LEVEL OF SERVICE TRAFFIC OPERATIONS
UNIVERSITY AVENUE AND HIGHLAND AVENUE

Intersection	Intersection	Northbound Approach	Southbound Approach	Eastbound Approach	Westbound Approach
University Ave./ Highland Ave. **Existing AM Peak Hour**	LOS B 13.5 sec delay	Approach LOS A 8.4 sec delay	Approach LOS B 13.0 sec delay Left LOS B 16.3 sec delay Thru/Right LOS A 9.5 sec delay	Approach LOS B 18.7 sec delay	Approach LOS A 5.9 sec delay Left/Through LOS B 11.9 sec delay Right LOS A 2.8 sec delay
University Ave./ Highland Ave. **AM Peak Hour with proposed development**	LOS B 14.0 sec delay	Approach LOS A 8.6 sec delay	Approach LOS B 14.0 sec delay Left LOS B 17.8 sec delay Thru/Right LOS B 10.0 sec delay	Approach LOS B 19.3 sec delay	Approach LOS A 6.0 sec delay Left/Through LOS B 12.0 sec delay Right LOS A 2.8 sec delay
University Ave./ Highland Ave. **Existing PM Peak Hour**	LOS B 16.9 sec delay	Approach LOS A 8.5 sec delay	Approach LOS B 15.3 sec delay Left LOS B 17.3 sec delay Thru/Right LOS B 14.0 sec delay	Approach LOS B 14.2 sec delay	Approach LOS C 25.3 sec delay Left/Through LOS D 42.9 sec delay Right LOS A 3.0 sec delay

Intersection	Intersection	Northbound Approach	Southbound Approach	Eastbound Approach	Westbound Approach
University Ave./ Highland Ave. **PM Peak Hour with proposed development**	LOS B 17.3 sec delay	Approach LOS A 8.7 sec delay	Approach LOS B 15.7 sec delay Left LOS B 17.9 sec delay Thru/Right LOS B 14.4 sec delay	Approach LOS B 14.2 sec delay	Approach LOS D 26.1 sec delay Left/Through LOS D 44.3 sec delay Right LOS A 3.0 sec delay
University Ave./ Highland Ave. **Existing PM Peak Hour** **No marked RT lane on WB University (all lanes unmarked)**	LOS B 15.2 sec delay	Approach LOS A 4.9 sec delay	Approach LOS A 8.0 sec delay Left LOS A 9.1 sec delay Thru/Right LOS A 7.3 sec delay	Approach LOS C 26.6 sec delay	Left/Through LOS C 20.8 sec delay
University Ave./ Highland Ave. **PM Peak Hour with proposed development** **No marked RT lane on WB University (all lanes unmarked)**	LOS B 15.8 sec delay	Approach LOS A 4.9 sec delay	Approach LOS A 8.6 sec delay Left LOS A 9.8 sec delay Thru/Right LOS A 7.9 sec delay	Approach LOS C 27.7 sec delay	Approach LOS C 21.2 sec delay

AM & PM PEAK HOUR
LEVEL OF SERVICE TRAFFIC OPERATIONS
UNIVERSITY AVENUE AND CAMPUS DRIVE

Intersection	Intersection	Northbound Approach	Southbound Approach	Eastbound Approach	Westbound Approach
University Ave./Campus Dr. Existing AM Peak Hour	LOS A 6.2 sec delay	Approach LOS A 3.6 sec delay	Approach LOS A 3.0 sec delay	N/A	Approach LOS B 12.2 sec delay
University Ave./Campus Dr. AM Peak Hour with proposed development	LOS A 6.4 sec delay	Approach LOS A 4.2 sec delay	Approach LOS A 3.0 sec delay	N/A	Approach LOS B 12.2 sec delay
University Ave./Campus Dr. Existing PM Peak Hour	LOS A 3.0 sec delay	Approach LOS A 1.5 sec delay	Approach LOS A 2.1 sec delay	N/A	Approach LOS B 11.2 sec delay
University Ave./Campus Dr. PM Peak Hour with proposed development	LOS A 3.5 sec delay	Approach LOS A 2.2 sec delay	Approach LOS A 2.3 sec delay	N/A	Approach LOS B 12.5 sec delay

AM & PM PEAK HOUR
LEVEL OF SERVICE TRAFFIC OPERATIONS
UNIVERSITY AVENUE AND GRAND AVENUE

Intersection	Intersection	Northbound Approach	Southbound Approach	Eastbound Approach	Westbound Approach
University Ave./Grand Ave. Existing AM Peak Hour	N/A	Approach LOS C 15.1 sec delay	N/A	N/A	Left LOS A 8.9 sec delay
University Ave./Grand Ave. AM Peak Hour with proposed development	N/A	Approach LOS C 18.3 sec delay	N/A	N/A	Left LOS A 9.5 sec delay
University Ave./Grand Ave. Existing PM Peak Hour	N/A	Approach LOS B 10.9 sec delay	N/A	N/A	Left LOS A 8.5 sec delay
University Ave./Grand Ave. PM Peak Hour with proposed development	N/A	Approach LOS B 11.0 sec delay	N/A	N/A	Left LOS A 8.6 sec delay

To evaluate the proposed development access point on Highland Avenue, an analysis was completed using the technique for gap analysis and queue theory from "Fundamentals of Traffic Engineering." The following table is excerpted from that document. Based on this table, with a flow rate of approximately 1000 vehicles during each of the peak hours on Highland Avenue, an acceptable gap of 7 seconds with a 4 second follow up gap, there are expected to be approximately 200 acceptable gaps per hour on Highland Avenue. The driveway access at this location is anticipated to generate approximately 25 vehicles exiting during the AM peak hour and 15 vehicles exiting during the PM peak hour. In addition, approximately six vehicles during the AM peak hour and ten vehicles during the PM peak hour are anticipated to turn left into this access point. Therefore approximately 31 gaps are required during the AM peak hour and 25 gaps are required during the PM peak hour.

MAXIMUM FLOW RATES CROSSING STREAMS OF UNINTERRUPTED TRAFFIC

Assumed Value of		Value of Q (veh/h)			Typical Situation
T (s)	t (s)	800	1200	1600	
8	4.5	200	90	40	STOP sign control
7	4	270	135	65	
6	3.5	365	200	105	

where Q = total flow rate on the uncontrolled street in both directions (veh/h)
T = average gap acceptable to the first driver on side street (s)
t = average follow-up gap for other drivers to follow first driver into the intersection when a large gap occurs (s).

A separate Highway Capacity Analysis was completed for this access point which projects a LOS A for the left turn into this access point and LOS C for vehicles exiting this access point in both the AM and PM peak hours. This analysis is included in Appendix D.

Based on these two studies, under free flow traffic conditions, the access point on Highland Avenue would be able to adequately accommodate the increase in traffic expected to result from the development entering and exiting at this location. With this access point midway between the closely spaced traffic signals at University Avenue and Campus Drive, observations during the peak hours indicate that queues occasionally extend beyond this access point. However, the traffic signals at these intersections are coordinated and these backups are usually quickly cleared when Highland Avenue traffic receives a green light. Vehicles entering and exiting the InnTowner Hotel on the east side of Highland Avenue opposite this proposed access location were not observed having difficulty entering the flow of traffic or turning left across traffic here.

CONCLUSIONS

The Mullins Group 2550 University Avenue Redevelopment, at the northwest quadrant of the intersection of University Avenue and Highland Avenue, is proposed to be completed in 2012. This development includes a combination of apartments and townhouses with some first floor neighborhood retail. The residential portion of the development will be marketed for young professionals employed nearby within easy walking and biking distance and the commercial portion of the development will be marketed towards neighborhood-oriented businesses. After reductions for internal, mixed use and multi-modal trips, the proposed development is anticipated to generate approximately 103 new motor vehicle trips in the AM peak hour and approximately 85 new motor vehicle trips in the PM peak hour.

The proposed development includes two access points, one on Highland Avenue approximately 200 feet from both the University Avenue and the Campus Drive intersections, and one on University Avenue approximately halfway between the Grand Avenue intersection and the Highland Avenue intersection.

With the relatively low volume of traffic projected to be generated by this development; additional vehicular traffic is less than 5% of the existing traffic in each of the peak hours; there is no expected adverse effect on nearby streets or intersections. Any change in level of service or delay expected is negligible. In reality, the traffic generated by this development at any one intersection is less than the margin of error of the traffic counts and the variability of traffic on a daily basis.

Current parking lots, which will be demolished as part of this redevelopment, have a capacity of over 50 vehicles and are primarily used by people who work in the vicinity during the day and by area restaurant customers at night. Trips currently generated by these parking lots were not taken into account for purposes of this study but it is likely that the new trips generated by this development will be offset considerably by the decrease in trips currently accessing these lots.

Although the development won't have a significant effect on area roadways, the intersections of Highland Avenue with University Avenue and Campus Drive, as well as the intersection of Grand Avenue with University Avenue were evaluated using Synchro and Highway Capacity Analyses software. According to these analyses, all three of these intersections operate at a level of service (LOS) C or better in both peak hours and are expected to remain at LOS C with development traffic. All traffic movements at these intersections also operate at LOS C or better with the exception of the westbound left lane at the intersection of Highland Avenue and University Avenue. This lane serves as a combination through/left turn lane with the right lane marked as a "right turn only" lane. When the intersection is modeled by Syncho with this existing lane designation, the left lane operates at LOS D in the PM peak hour. However, field observations indicate that motorists will usually use the right turn lane to bypass left turning vehicles even if they are proceeding straight on University Avenue. When modeled as it is currently operating, this left turn operates at LOS C in the PM peak hour. Because the intersection is currently operating this way and considering the

volume of left turning traffic, consideration should be given to removing the "right turn only" designation for the right lane on the westbound approach to University Avenue and leaving both lanes as unmarked when the intersection is reconstructed in 2011. This would essentially result in the markings being consistent with what is currently motorists' practice. An alternative to this would be to create a separate left turn lane on westbound University Avenue so through vehicles do not have to share a lane with the left turning vehicles.

Neighborhood issues include additional traffic on Grand Avenue and other neighborhood streets to the south. The traffic volume increase projected for Grand Avenue is less than 15 vehicles in each of the peak hours. This represents approximately ten percent of the existing volume on this street.

A Highway Capacity analysis was also completed for the proposed access point on Highland Avenue located opposite the driveway for the InnTowner Hotel approximately midway between the intersections of Highland Avenue with University Avenue and Campus Drive. This analysis shows an acceptable level of service for traffic exiting and entering at this location. Traffic volumes are projected to be low with a maximum of 25 exiting or 25 entering during the peak hours. This should result in minimal adverse effect on Highland Avenue traffic. To enhance the flow of traffic on Highland Avenue, the location of the bus stop on the east side of Highland Avenue just south of this access point should be reviewed with Madison Metro. Traffic would move more efficiently if buses were not allowed to linger for long periods of time as was observed during the traffic counts. This would also have a positive effect for the high number of bicyclists using this corridor.

In order for retail businesses to survive, short term parking is necessary. On-street parking in this area is all posted with a two-hour maximum time limit, however the nature of the businesses are such that shorter term parking is desirable. Currently, the WisDOT owned parking lot is leased by the City of Madison and rented as monthly parking. Consideration should be given to converting this lot to short-term parking for the existing and proposed commercial uses and also possibly converting some of the existing on-street parking to shorter term parking. If this is done, removal of the four parking spaces on the west side of Highland Avenue north of the University Avenue intersection could be considered during heavy travel periods. Parking is already prohibited here during the PM peak hour, but both vehicular and bicycle travel flow would be improved if this restriction was extended to other heavy travel periods of the day.

Because of the large employers in the immediate vicinity, many of the residents are expected to find alternative modes of transportation to get to work. This development is close to transit routes and existing bike routes. Additional residents and the businesses which will attract neighborhood residents to the south will likely increase pedestrian and bicycle usage through this area. Consideration should be given to improving accommodations for bicycles and pedestrians. Recent counts show between 35 and 45 bicycles in a north/south direction on Highland Ave. in each of the peak hours. Currently, although Highland Avenue is part of a marked bike route, there are no marked bike lanes. As space permits, bike lanes or a wider outside lane on Highland

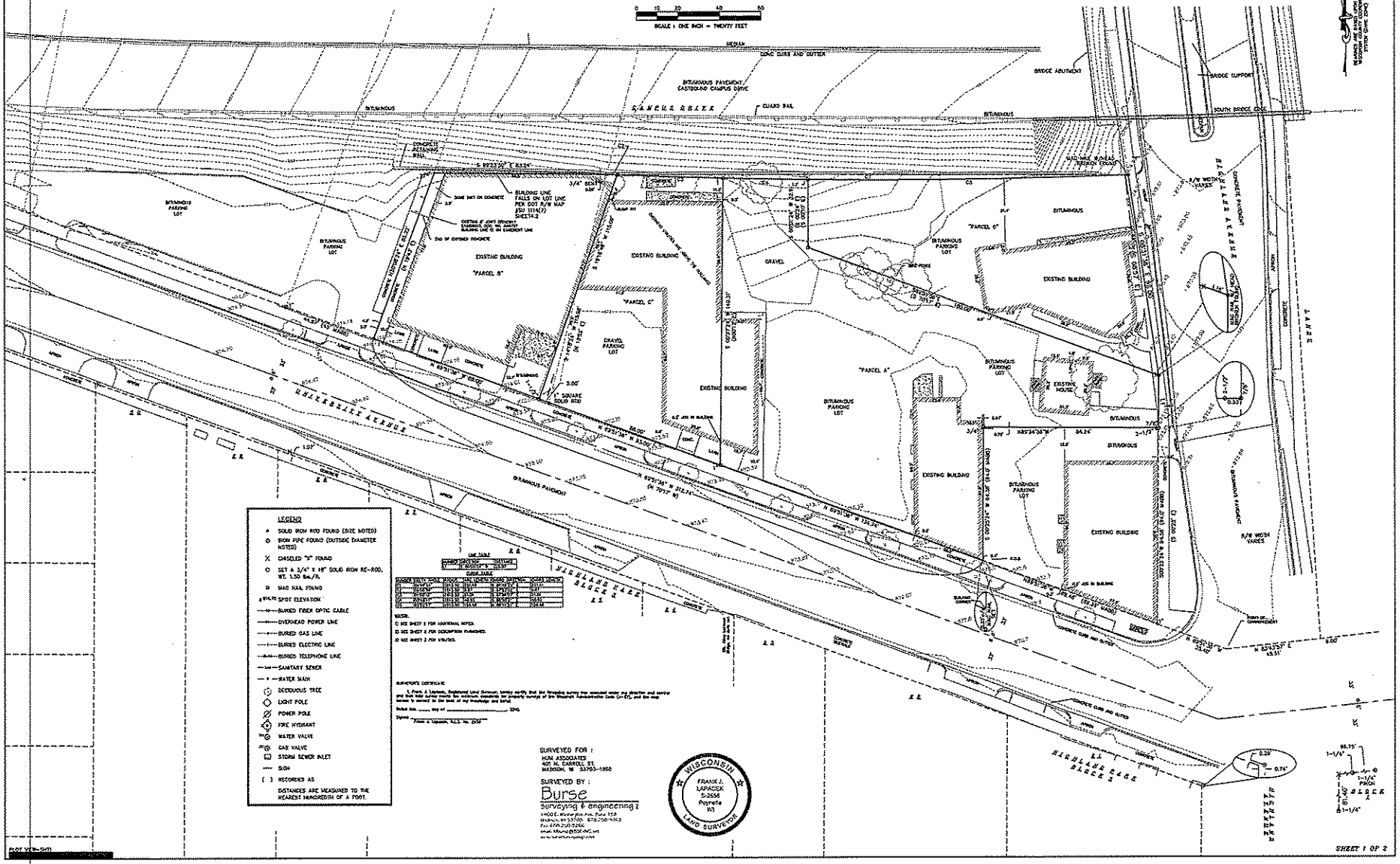
Avenue should be considered as part of the redesign of the University Avenue – Highland Avenue intersection.

Counts at the intersection of University Avenue and Highland Avenue show approximately 150 pedestrian crossings in each of the peak hours. The traffic signals here provide adequate time for these crossings. To emphasize the need to yield for pedestrian crossings, especially for the large number of turning vehicles proceeding on a green light, enhanced crosswalks should be considered as part on the planned reconstruction at this intersection.

Traffic Demand Management techniques will be implemented as part of the development. Limited motor vehicle traffic will be encouraged by providing a community car and bicycles; requiring payment for assigned parking spaces; and providing parking for bicycles and mopeds. Transit use will be promoted by education of available routes and assistance in obtaining passes. Route maps may be available on-site.

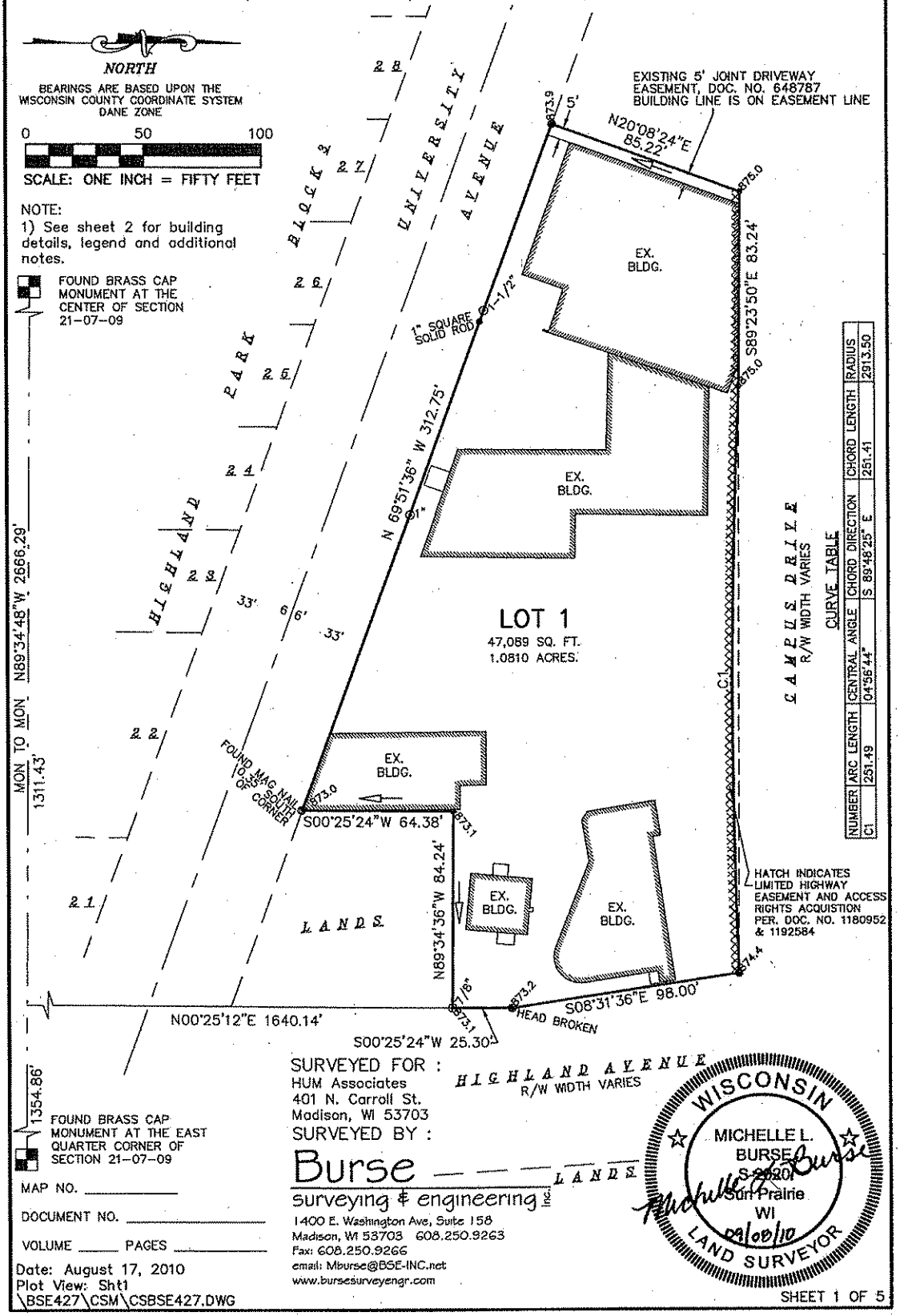
PLAT OF SURVEY

PART OF THE NORTHWEST QUARTER (1/4) OF THE NORTHEAST QUARTER (1/4) OF SECTION 21, TOWNSHIP 07 NORTH, RANGE 09 EAST, CITY OF MADISON, DANE COUNTY, WISCONSIN



CERTIFIED SURVEY MAP No. _____

PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 07 NORTH, RANGE 09 EAST, CITY OF MADISON, DANE COUNTY, WISCONSIN



SURVEYED FOR :
HUM Associates
401 N. Carroll St.
Madison, WI 53703

SURVEYED BY :

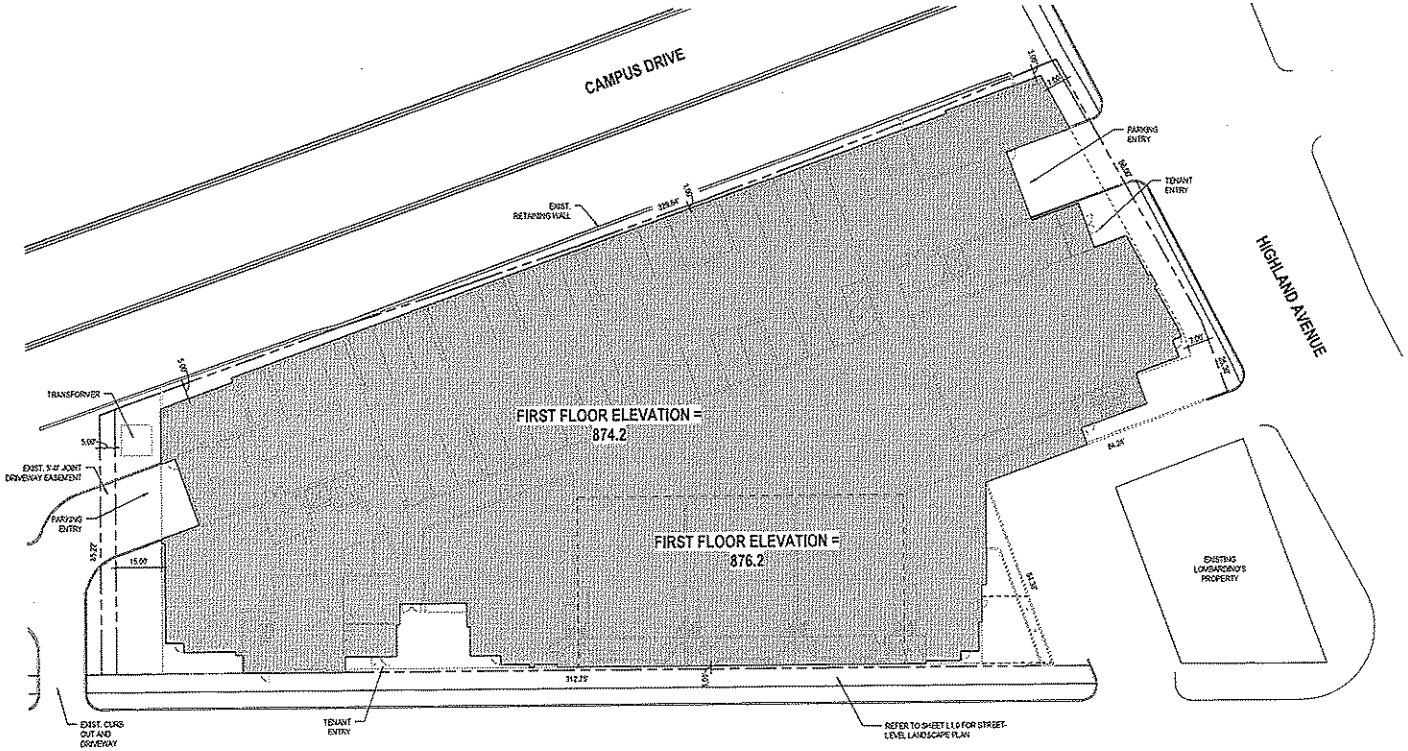
Burse surveying & engineering Inc.
1400 E. Washington Ave, Suite 158
Madison, WI 53703 608.250.9263
Fax: 608.250.9266
email: Mburse@BSE-INC.net
www.bursesurveyengr.com

MAP NO. _____

DOCUMENT NO. _____

VOLUME _____ PAGES _____

Date: August 17, 2010
Plot View: Sht1
\BSE427\CSM\CSBSE427.DWG



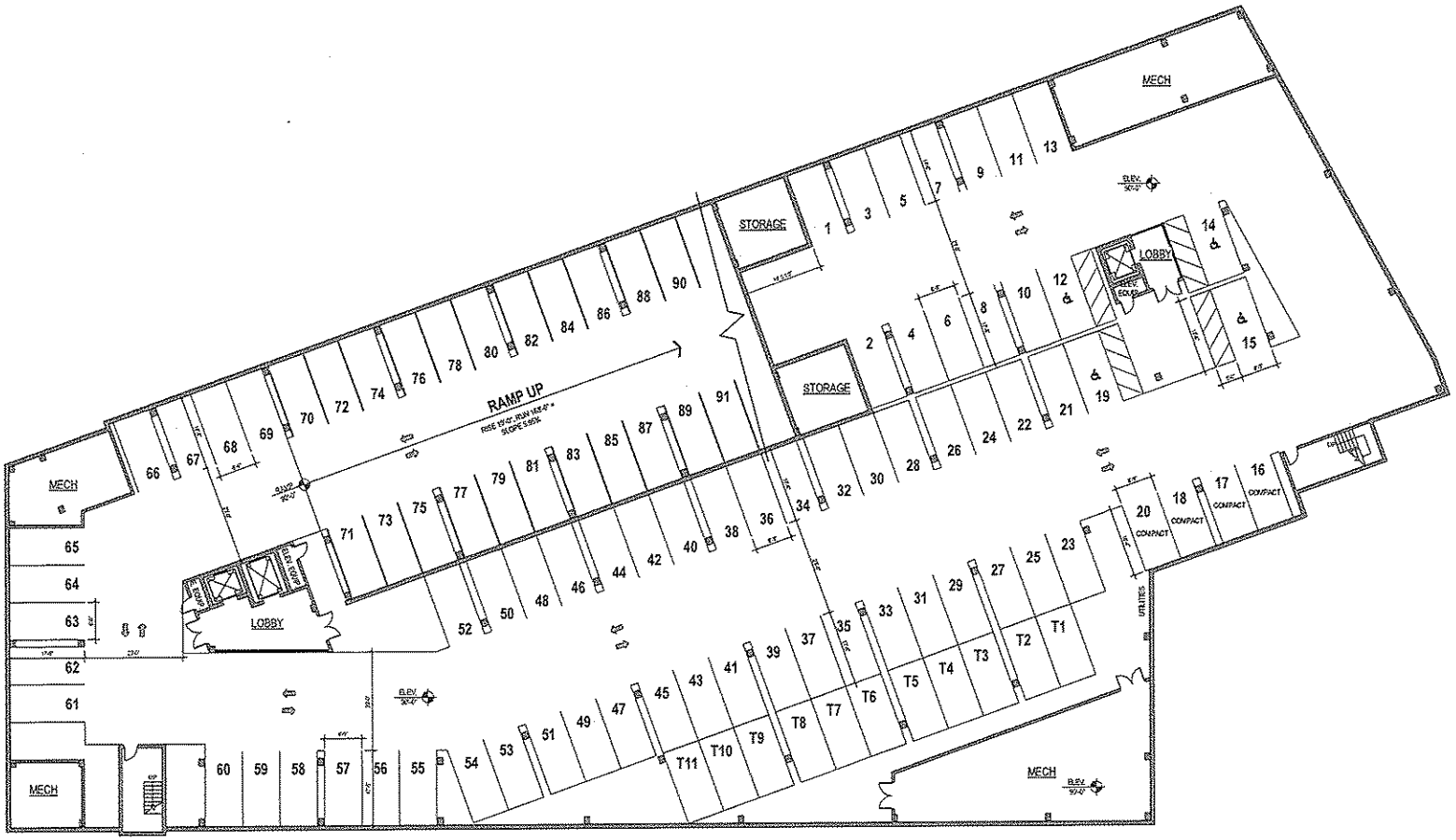
SCALE: 1/16" = 1'-0"

ARCHITECTURAL SITE PLAN

VANDEWALLE & ASSOCIATES INC. | Mullins Group, LLC | eua

2550 UNIVERSITY AVENUE APARTMENTS

NOVEMBER 5, 2010



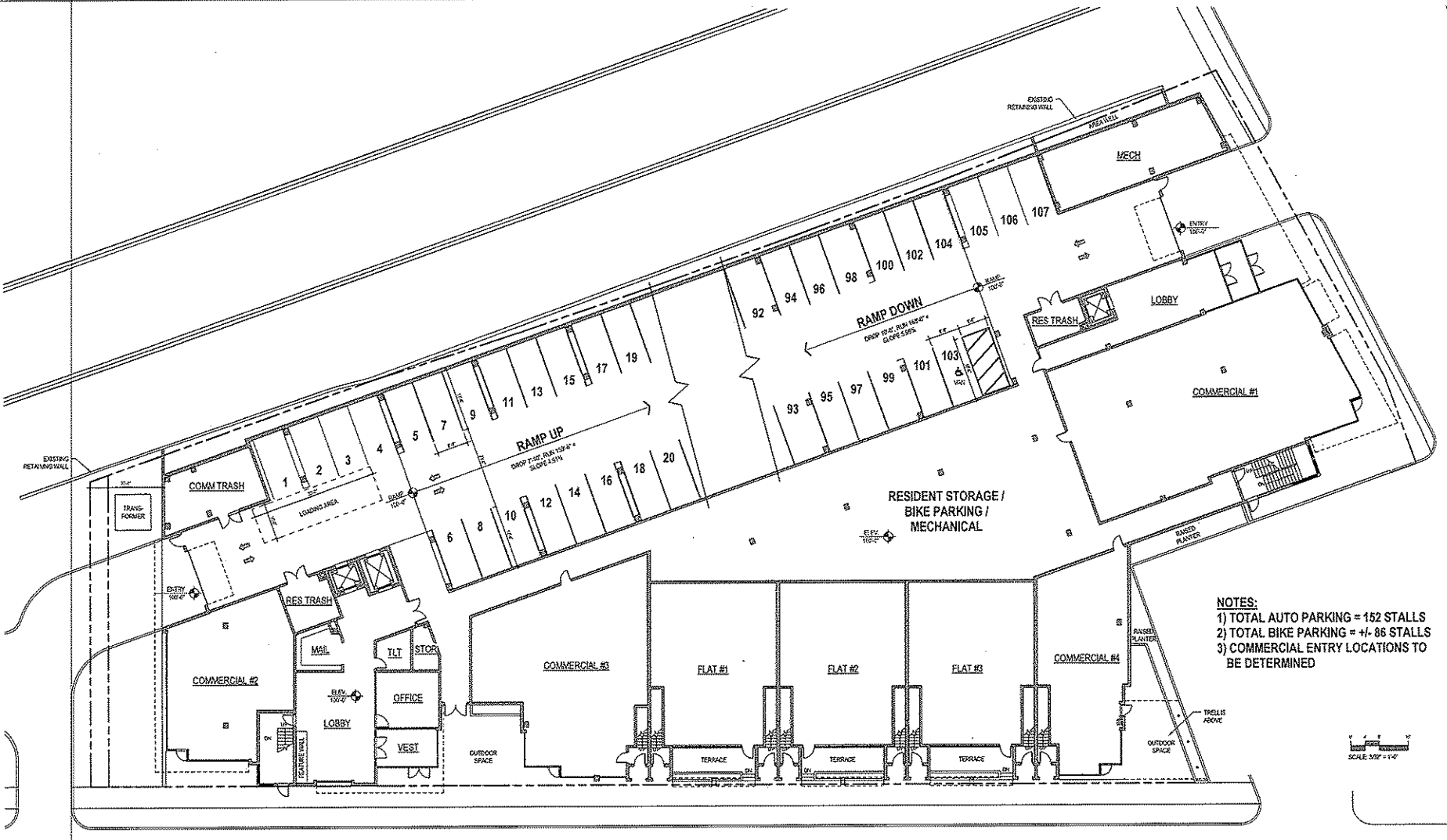
SCALE: 3/32" = 1'-0"

LOWER LEVEL PLAN

VANDEWALLE & ASSOCIATES INC. | Mullins Group, LLC | eua

2550 UNIVERSITY AVENUE APARTMENTS

NOVEMBER 8, 2010



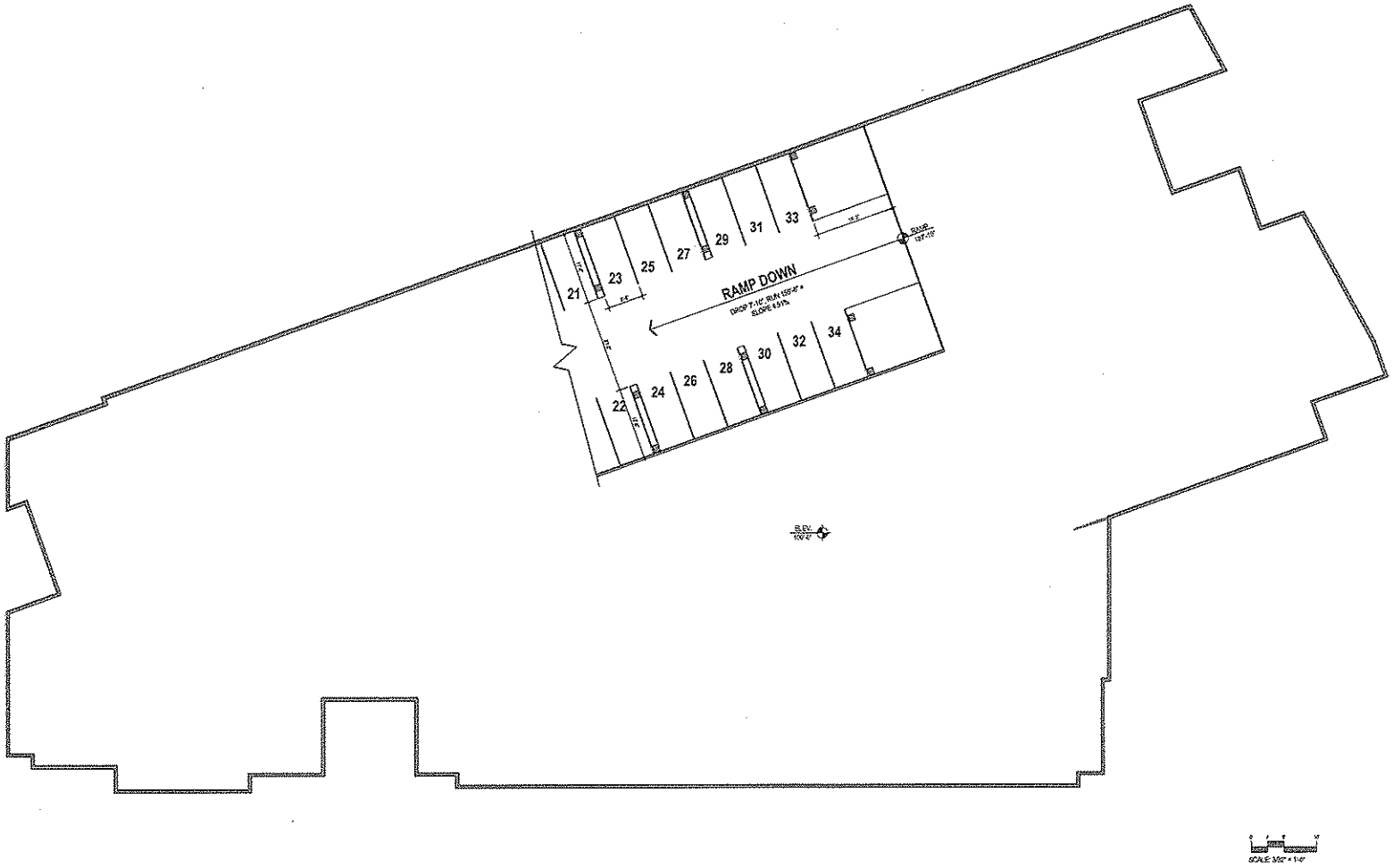
NOTES:
1) TOTAL AUTO PARKING = 152 STALLS
2) TOTAL BIKE PARKING = +/- 86 STALLS
3) COMMERCIAL ENTRY LOCATIONS TO BE DETERMINED

FIRST FLOOR PLAN

VANDEWALLE & ASSOCIATES INC. | Mullins Group LLC | eua

2550 UNIVERSITY AVENUE APARTMENTS

NOVEMBER 8, 2010



FIRST FLOOR PLAN - UPPER PARKING LEVEL

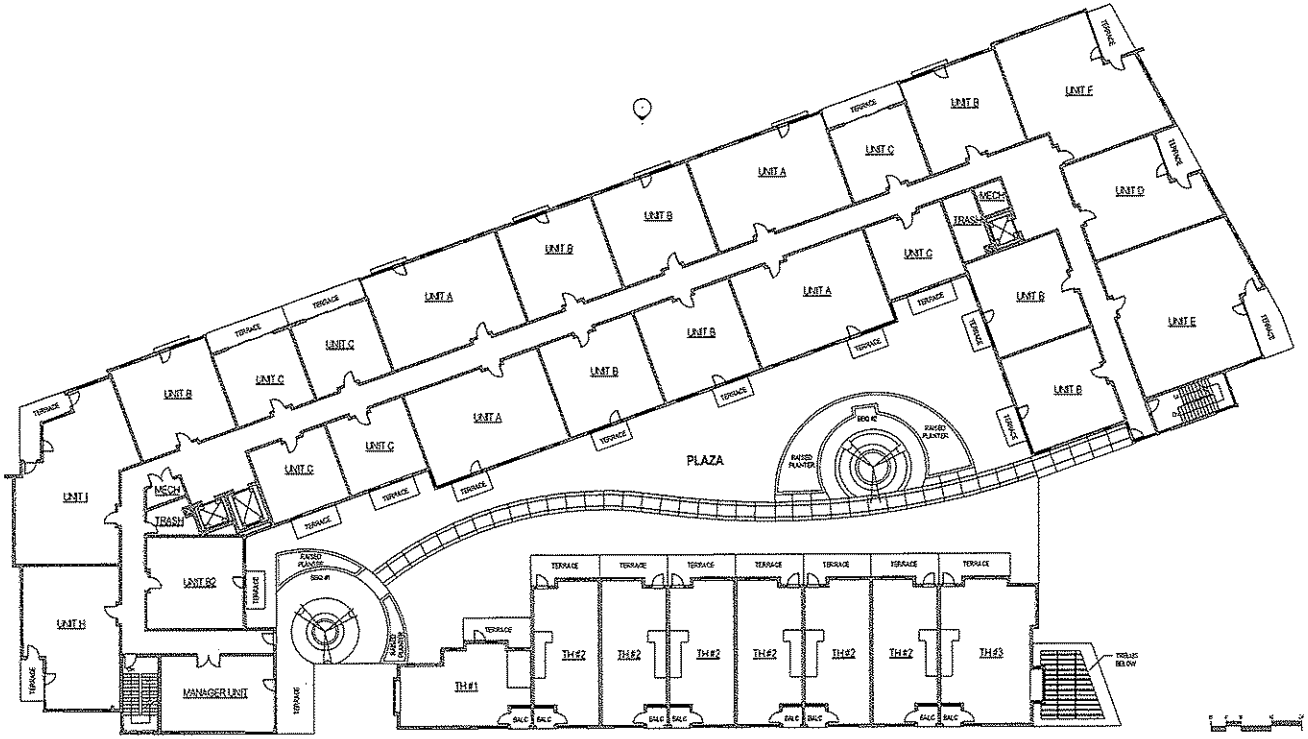
VANDEWALLE & ASSOCIATES INC.

Millins Group LLC

eua

2550 UNIVERSITY AVENUE APARTMENTS

NOVEMBER 8, 2010

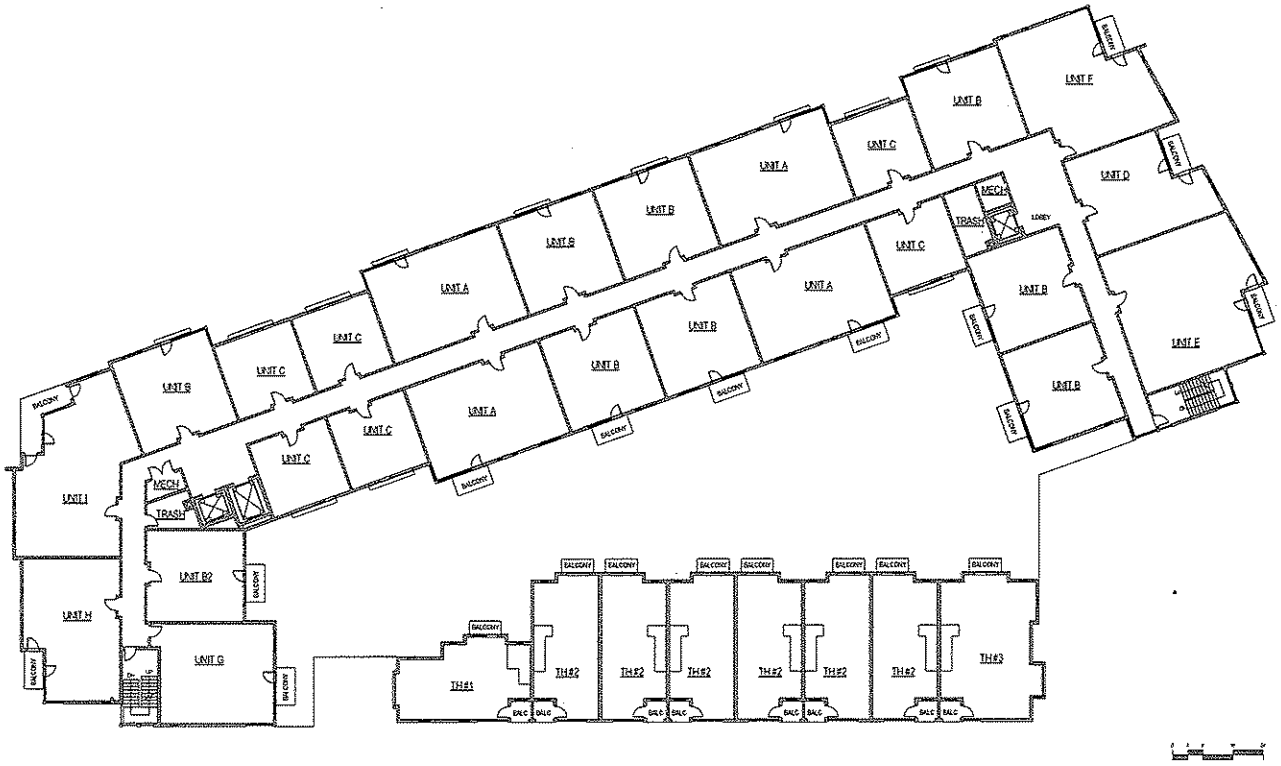


SECOND FLOOR PLAN

VANDEWALLE & ASSOCIATES INC. | Mullins Group LLC | eua

2550 UNIVERSITY AVENUE APARTMENTS

20 OCTOBER 2010

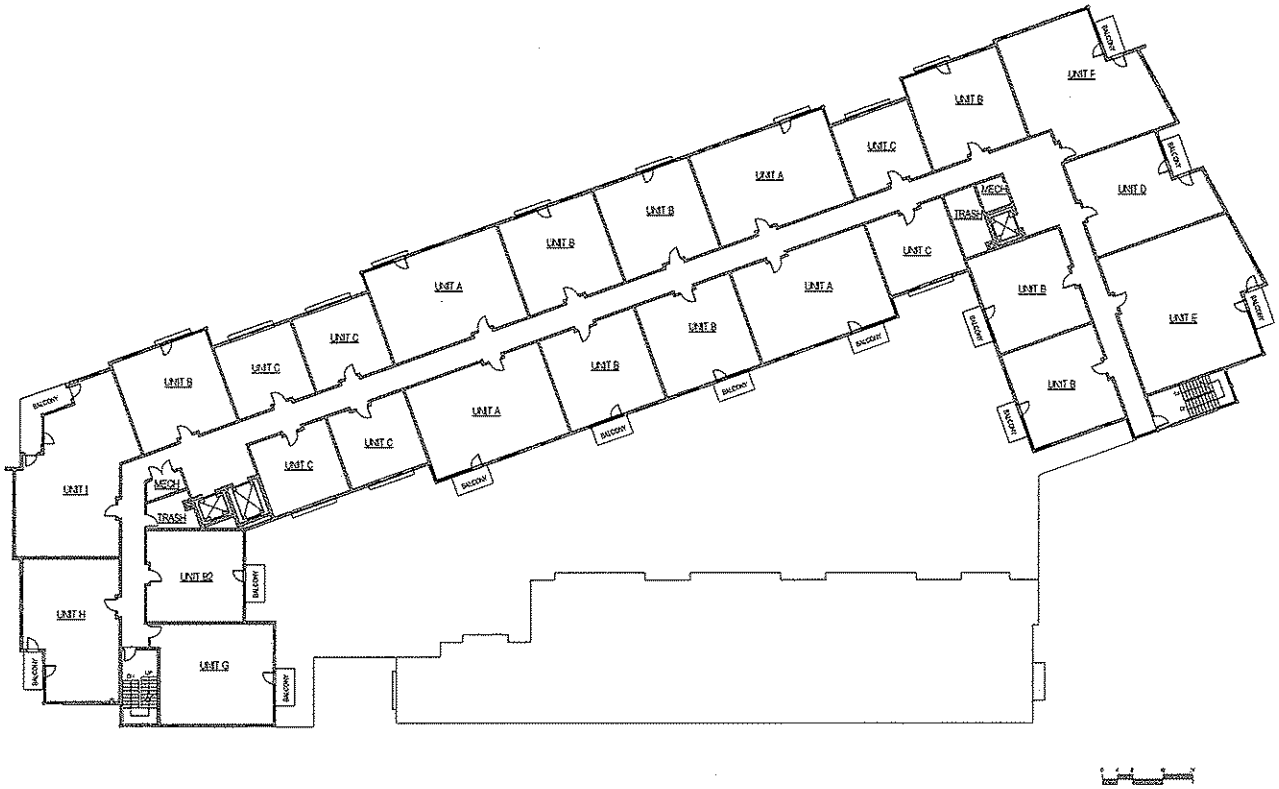


THIRD FLOOR PLAN

VANDEWALLE & ASSOCIATES INC. | Millis Group LLC | eua

2550 UNIVERSITY AVENUE APARTMENTS

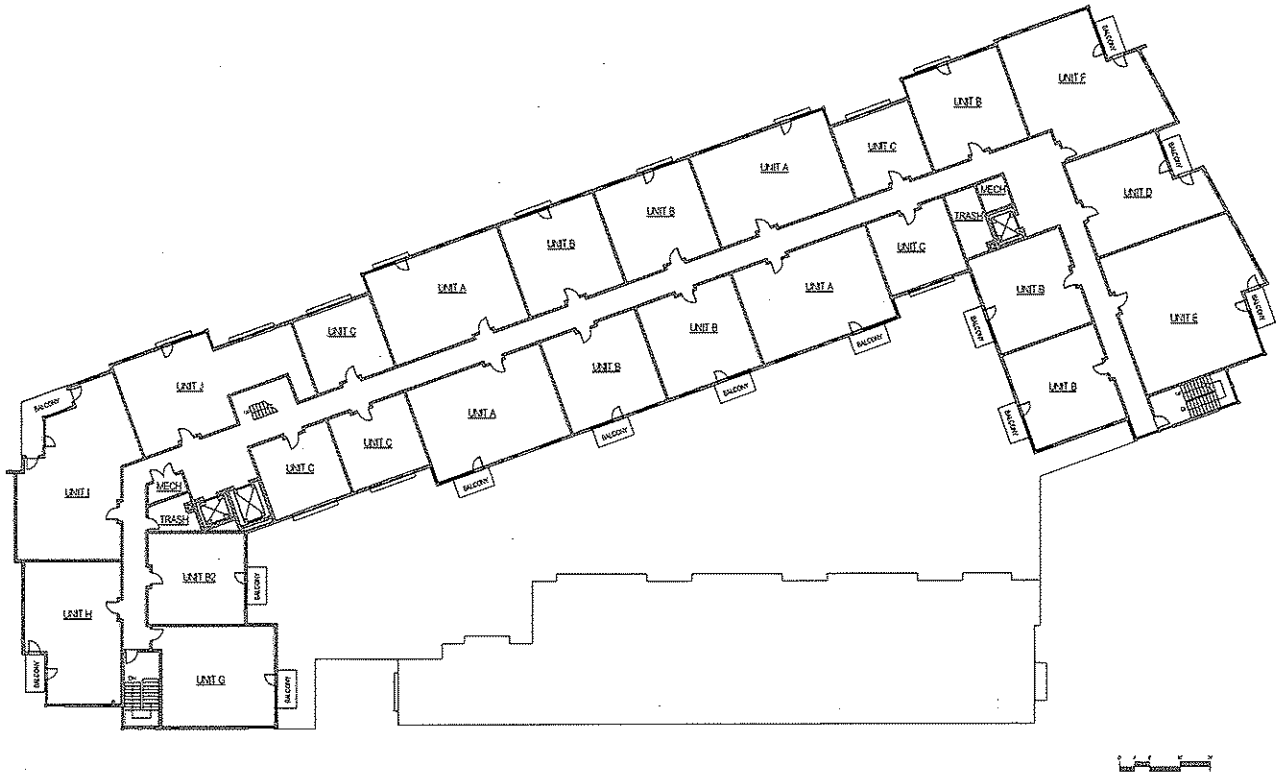
20 OCTOBER 2010



FOURTH FLOOR PLAN

VANDEWALLE & ASSOCIATES INC | Mullins Group LLC | eta

2550 UNIVERSITY AVENUE APARTMENTS — 20 OCTOBER 2010

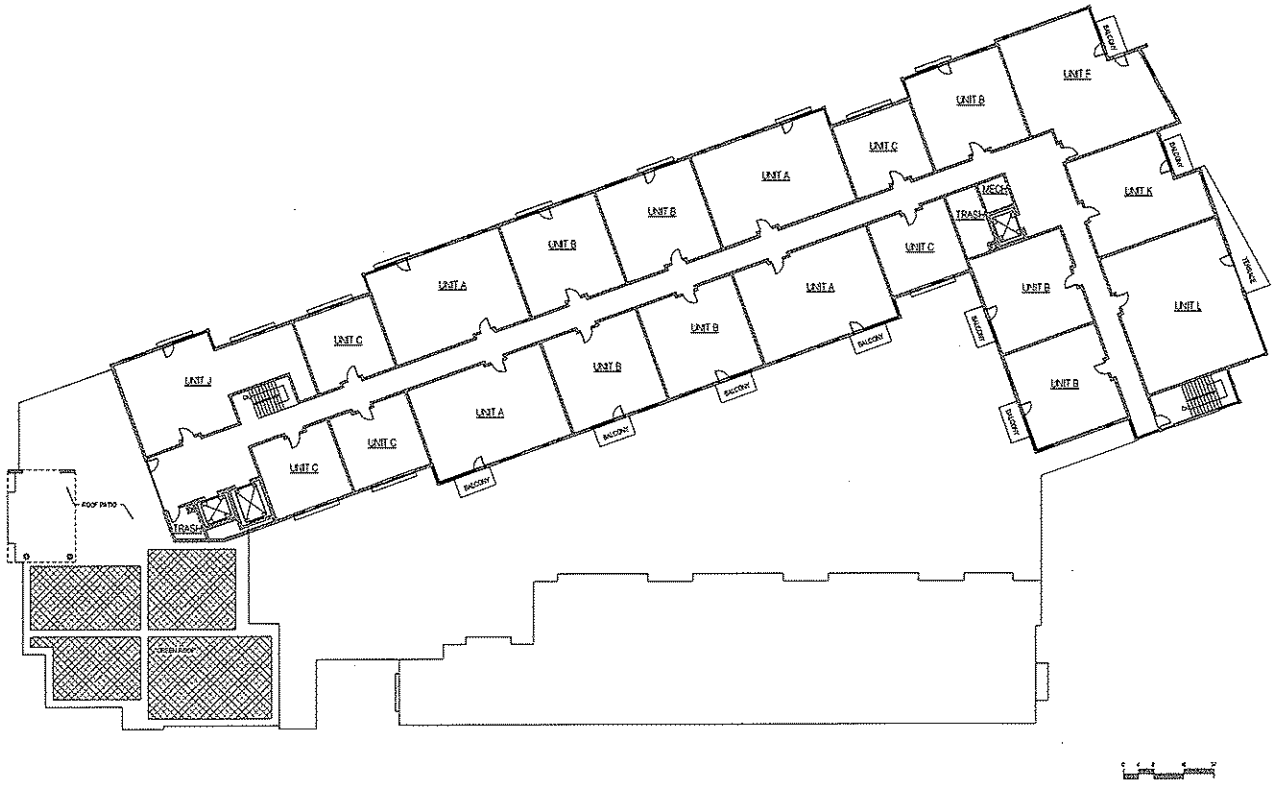


FIFTH FLOOR PLAN

VANDEWALLE & ASSOCIATES INC | Abilitis Group LLC | eua

2550 UNIVERSITY AVENUE APARTMENTS

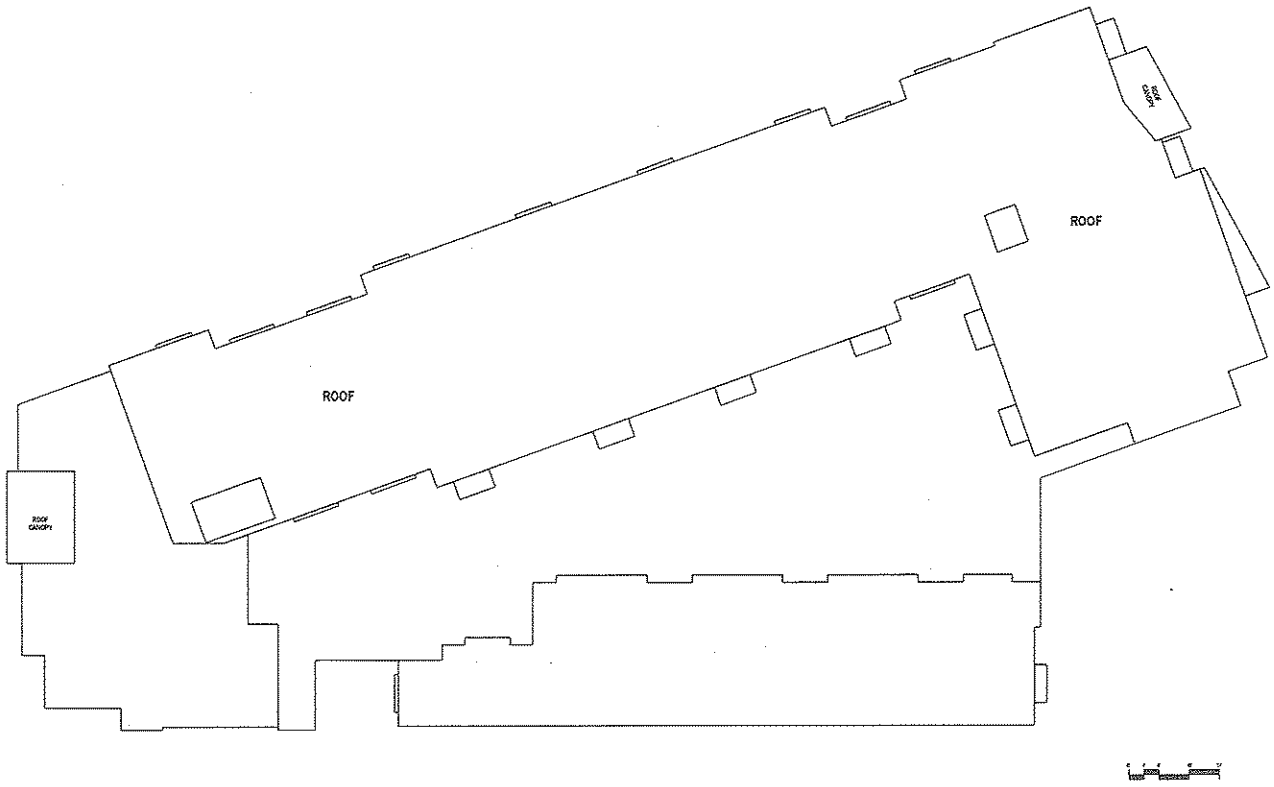
20 OCTOBER 2010



SIXTH FLOOR PLAN

VANDEWALLE & ASSOCIATES INC | Milling Group LLC | eua

2550 UNIVERSITY AVENUE APARTMENTS — 20 OCTOBER 2010

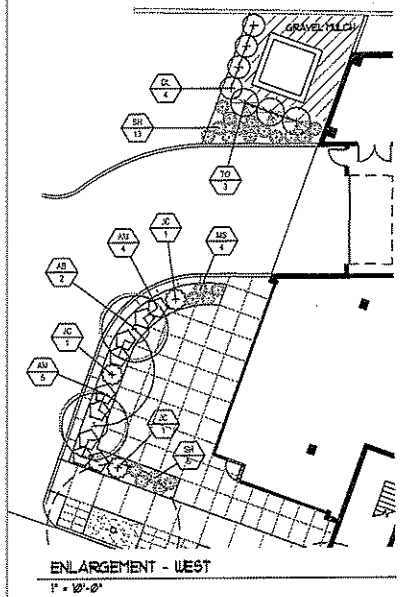


ROOF PLAN

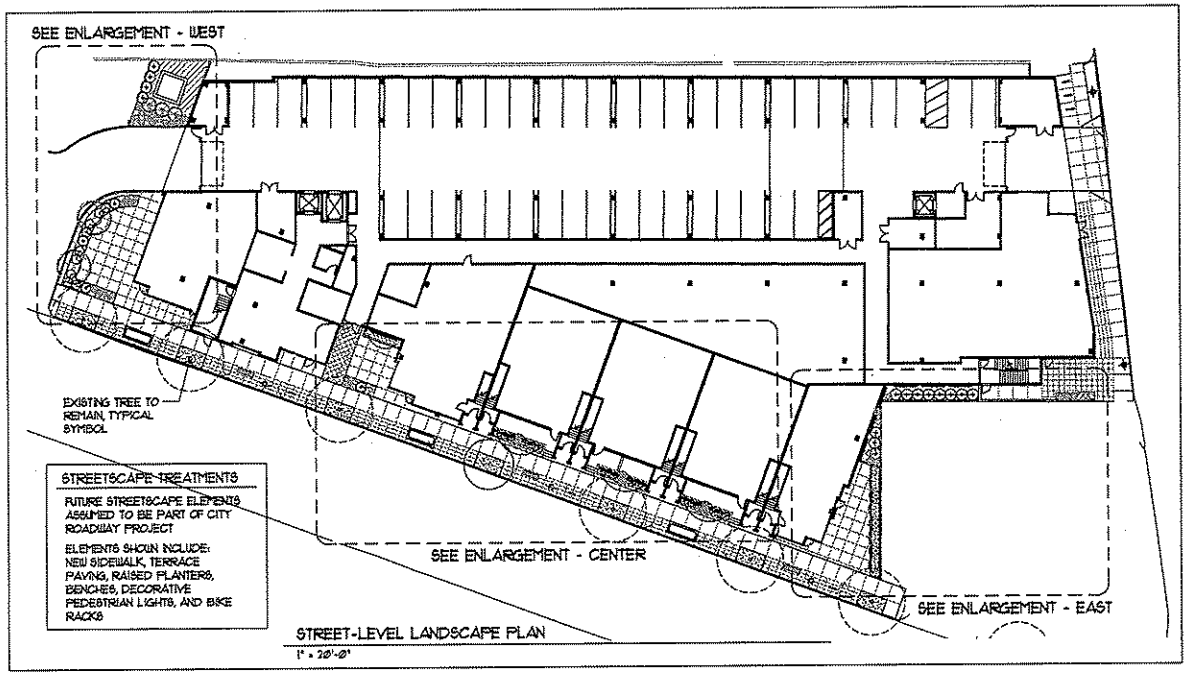
VANDEWALLE & ASSOCIATES INC | Mullins Group LLC | eLa

2550 UNIVERSITY AVENUE APARTMENTS

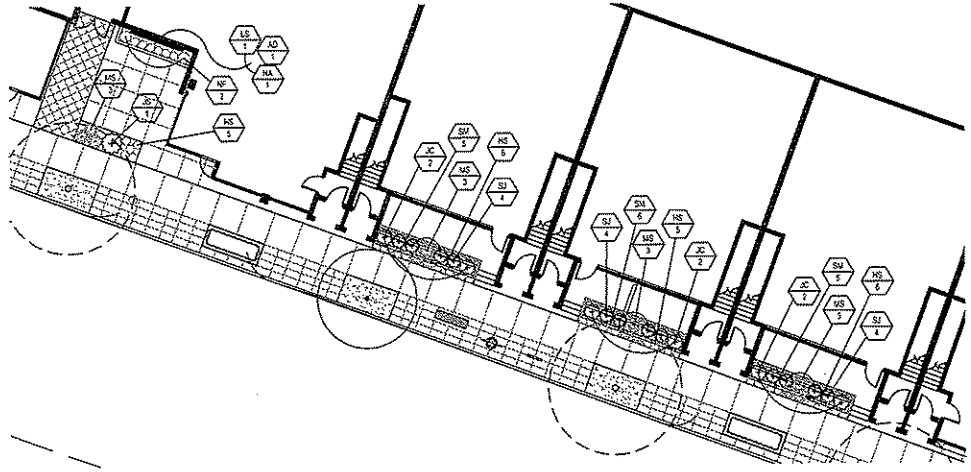
20 OCTOBER 2010



ENLARGEMENT - WEST
1" = 10'-0"



STREET-LEVEL LANDSCAPE PLAN
1" = 20'-0"



ENLARGEMENT - CENTER
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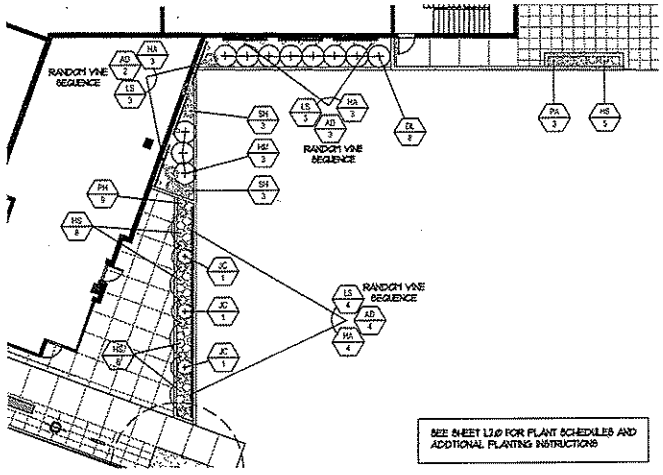


SEE SHEET L2.0 FOR PLANT SCHEDULES AND ADDITIONAL PLANTING INSTRUCTIONS

ENLARGEMENT - EAST
1" = 10'-0"

Vandewalle & Associates
120 East Lakeside Street
Madison, Wisconsin 53715
608.255-3988
608.255-0814 fax
www.vandewalle.com
Planning Creating Rebuilding

REVISIONS

2500 University Avenue

LANDSCAPE PLAN - FIRST FLOOR

MADISON, WISCONSIN

SCALE: SCALE AS NOTED
DATE: 10/18/10
DRAWN BY: JDS
2500 UNIV AVE

L1.0

SECOND FLOOR - GARDEN PLAZA PLANTING SCHEDULE

Trees

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	COND.	SPACING
AB	Amelanchier x g. 'Autumn Brilliance'	Autumn Brilliance Serviceberry	11	8' Ht. Multi	B&B	As shown
CC	Carpinus caroliniana	Musclewood/Blue Beech	2	8' Ht. Multi	B&B	As shown

Shrubs

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	COND.	SPACING
CS	Cornus baileyi	Bailey Dogwood	5	36" Ht.	B&B	As shown
JH	Juniperus horizontalis 'Plumosa Compacta'	Andorra Juniper	12	2 Gal.	Container	48" o.c.
JHB	Juniperus horizontalis 'Blue Chip'	Blue Chip Juniper	6	3 Gal.	Container	48" o.c.
JS	Juniperus sabina 'Arcadia'	Arcadia Juniper	6	2 Gal.	Container	48" o.c.
JSS	Juniperus squamata 'Blue Star'	Blue Star Juniper	3	2 Gal.	Container	30" o.c.
PF	Potentilla fruit. 'McKay's White'	McKay's White Potentilla	18	24" Ht.	B&B	36" o.c.
SP	Salix purpurea nana	Dwarf Arctic Willow	13	3 Gal.	Container	36" o.c.
SB	Spiraea x bumalda 'Froebelii'	Froebel's Spirea	16	2 Gal.	Container	48" o.c.
SJL	Spiraea japonica 'Little Princess'	Little Princess Spirea	15	2 Gal.	Container	30" o.c.
SJ	Spiraea japonica 'Neon Flash'	Neon Flash Spirea	19	2 Gal.	Container	30" o.c.
VT	Viburnum trilobum 'J.N. Select'	Compact Amer Cran Viburnum	7	36" Ht.	B&B	As shown

Perennials

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	COND.	SPACING
AD	Aster x dumosus 'Woods Pink'	Woods Pink Aster	32	1 Gal.	Container	18" o.c.
CA	Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Reed Grass	23	2 Gal.	Container	30" o.c.
HS	Hemerocallis 'Stella d'Oro'	Low Yellow-Gold Daylily	63	1 Gal.	Container	18" o.c.
MS	Miscanthus sinensis 'Red Flame'	Red Flame Miscanthus	43	1 Gal.	Container	30" o.c.
NF	Nepeta x faassenii 'Blue Wonder'	Blue Wonder Catmint	16	1 Gal.	Container	24" o.c.
PA	Pennisetum alopecuroides	Fountain Grass	8	1 Gal.	Container	18" o.c.
PH	Pennisetum alopecuroides 'Hameln'	Hameln Dwarf Fountain Grass	27	1 Gal.	Container	18" o.c.
RF	Rudbeckia fulgida 'Goldsturm'	Goldsturm Rudbeckia	18	1 Gal.	Container	24" o.c.
SM	Salvia x 'May Night'	May Night Salvia	40	1 Gal.	Container	18" o.c.
SH	Sporobolus heterolepis	Prairie Dropseed	21	1 Gal.	Container	30" o.c.

STREET-LEVEL PLANTING SCHEDULE

Trees

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	COND.	SPACING
AB	Amelanchier x g. 'Autumn Brilliance'	Autumn Brilliance Serviceberry	2	8' Ht. Multi	B&B	As shown
JC	Juniperus chinensis 'Mountbatten'	Mountbatten Juniper	12	4' Ht.	B&B	As shown
TO	Thuja occidentalis 'Techny'	Techny Arborvitae	3	5' Ht.	B&B	60" o.c.

Shrubs

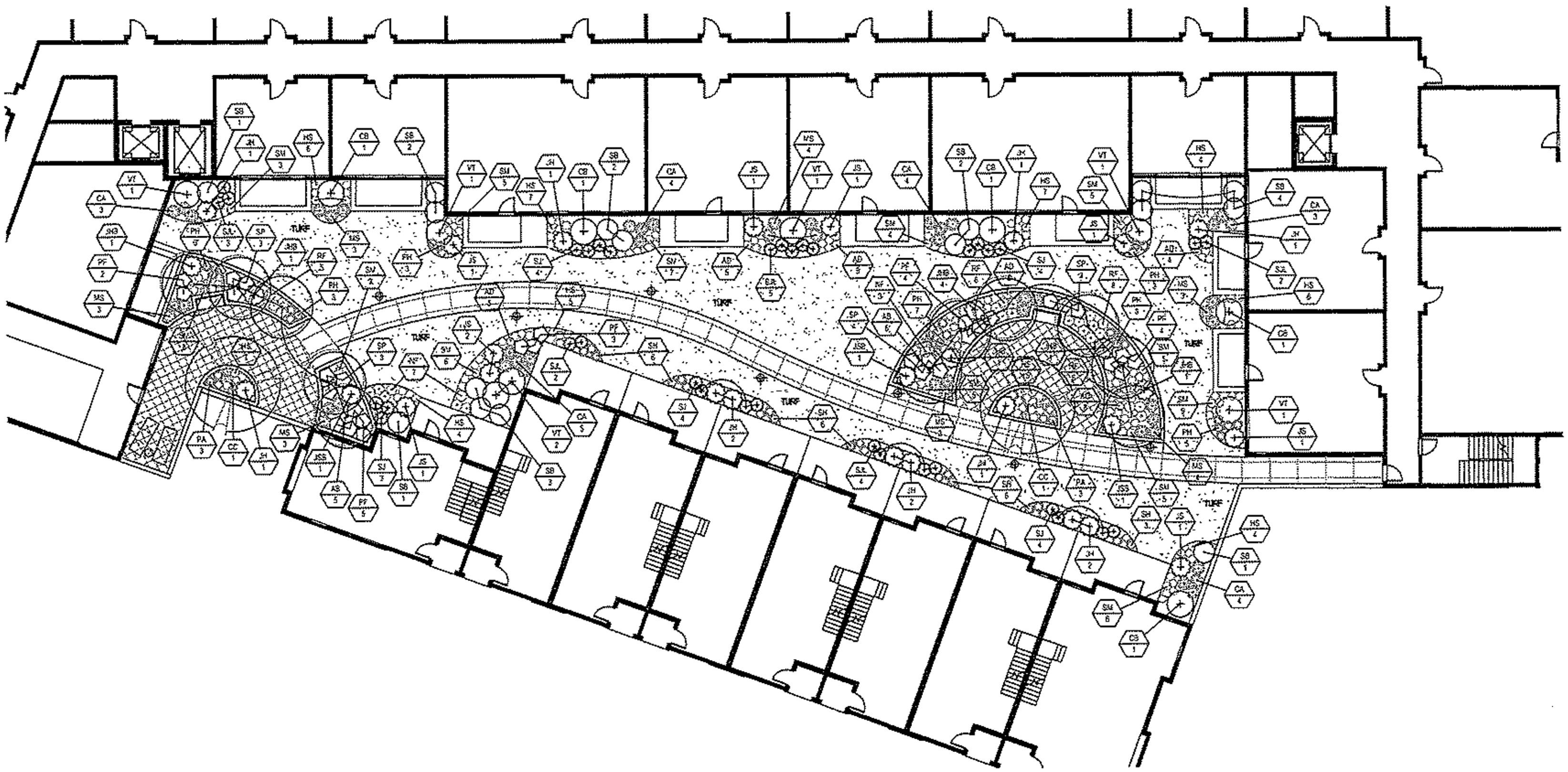
SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	COND.	SPACING
AM	Aronia melanocarpa var. elata 'Iroquois Beauty'	Iroquois Beauty Black Choke	9	18" Ht.	B&B	48" o.c.
DL	Diervilla lonicera	Dwarf Bush Honeysuckle	12	2 Gal.	Container	48" o.c.
HM	Hydrangea macrophylla 'Nikko Blue'	Nikko Blue Hydrangea	3	2 Gal.	Container	48" o.c.
JS	Juniperus sabina 'Arcadia'	Arcadia Juniper	1	2 Gal.	Container	45" o.c.
SJ	Spiraea japonica 'Neon Flash'	Neon Flash Spirea	12	2 Gal.	Container	30" o.c.

Perennials

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	COND.	SPACING
HS	Hemerocallis 'Stella d'Oro'	Low Yellow-Gold Daylily	43	1 Gal.	Container	18" o.c.
MS	Miscanthus sinensis 'Red Flame'	Red Flame Miscanthus	16	1 Gal.	Container	30" o.c.
NF	Nepeta x faassenii 'Blue Wonder'	Blue Wonder Catmint	2	1 Gal.	Container	24" o.c.
PA	Pennisetum alopecuroides	Fountain Grass	3	1 Gal.	Container	18" o.c.
PH	Pennisetum alopecuroides 'Hameln'	Hameln Dwarf Fountain Grass	9	1 Gal.	Container	15" o.c.
SM	Salvia x 'May Night'	May Night Salvia	15	1 Gal.	Container	18" o.c.
SH	Sporobolus heterolepis	Prairie Dropseed	24	1 Gal.	Container	30" o.c.

Vines

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	COND.	SPACING
AD	Aristolochia durior	Dutchman's Pipe	10	2 Gal.	Container	As Shown
HA	Hydrangea anomala ssp. petiolaris	Climbing Hydrangea	11	2 Gal.	Container	As Shown
LS	Lonicera sempervirens 'John Clayton'	John Clayton Honeysuckle	11	2 Gal.	Container	As Shown



GARDEN PLAZA LANDSCAPE PLAN

1" = 10'-0"

Vandewalle & Associates
120 East Lakeside Street
Madison, Wisconsin 53715
608 255.3988
608 255.0814 Fax
www.vandewalle.com
Planning Creating Rebuilding

REVISIONS

2500 University Avenue

LANDSCAPE PLAN - SECOND FLOOR

MADISON, WISCONSIN

SCALE: SCALE AS NOTED
DATE: 10/18/10
DRAWN BY: JDS
2500 UNIV AVE

L2.0

EXTERIOR MATERIAL SCHEDULE

BRICK VENEER

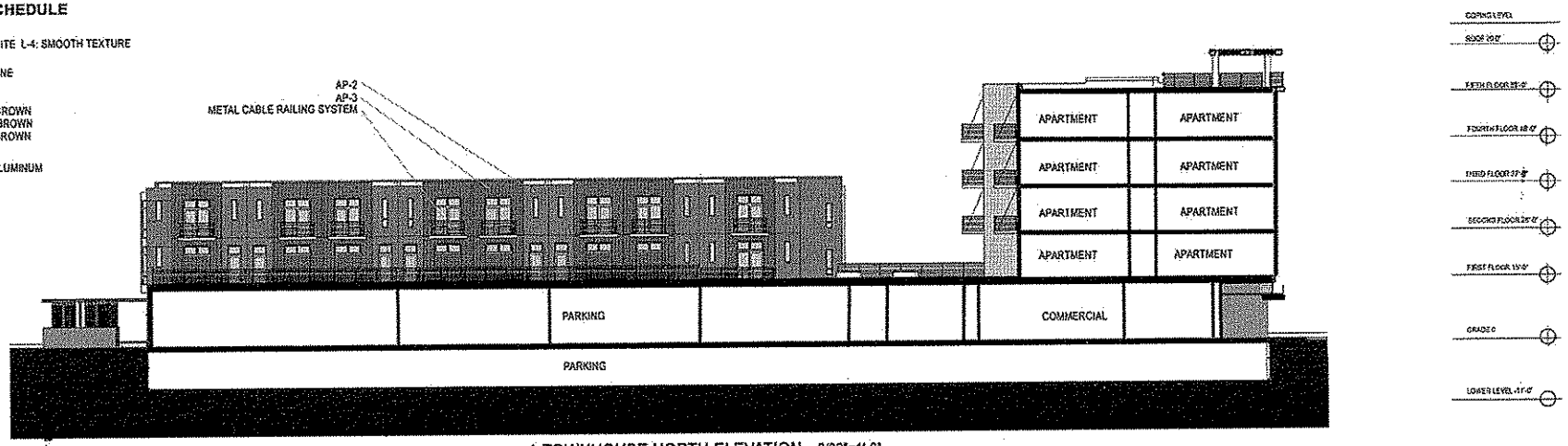
- BR-1: BRICK VENEER; ARCTIC WHITE L-4; SMOOTH TEXTURE MORTAR TO MATCH BRICK
- BR-2: BRICK VENEER; COPPERTONE MORTAR TO MATCH BRICK

ARCHITECTURAL PANELS

- AP-1: COMPOSITE PANEL; DARK BROWN
- AP-2: COMPOSITE PANEL; LIGHT BROWN
- AP-3 COMPOSITE PANEL; DEEP BROWN

WINDOW FRAMES

CHAMPAGNE BRONZE ANODIZED ALUMINUM



1-TOWNHOUSE NORTH ELEVATION 3/32"=1'-0"

2- TOWNHOUSE SOUTH ELEVATION 3/32"=1'-0"

ELEVATIONS

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EXTERIOR MATERIAL SCHEDULE

BRICK VENEER

BR-1: BRICK VENEER; ARCTIC WHITE L-4: SMOOTH TEXTURE
MORTAR TO MATCH BRICK

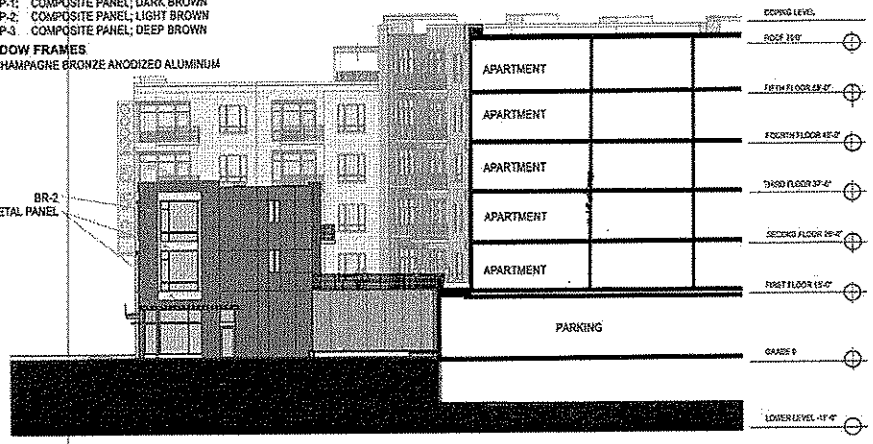
BR-2: BRICK VENEER; COPPERTONE
MORTAR TO MATCH BRICK

ARCHITECTURAL PANELS

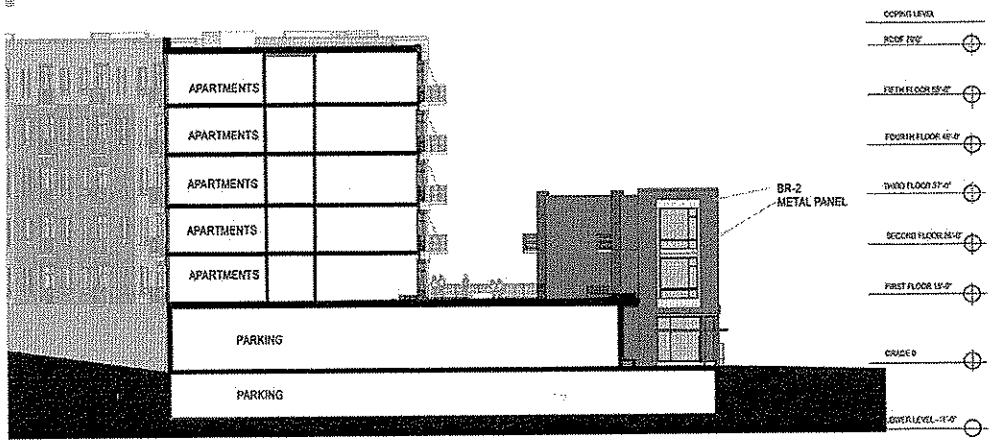
AP-1: COMPOSITE PANEL; DARK BROWN
AP-2: COMPOSITE PANEL; LIGHT BROWN
AP-3 COMPOSITE PANEL; DEEP BROWN

WINDOW FRAMES

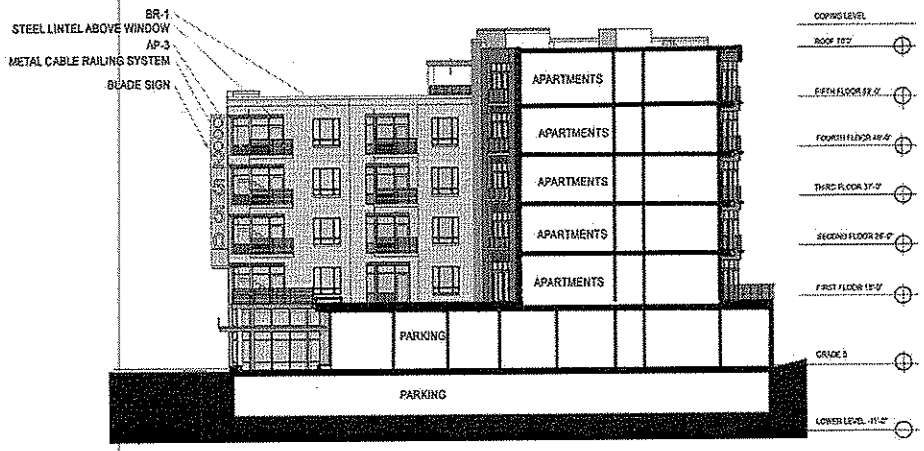
CHAMPAGNE BRONZE ANODIZED ALUMINUM



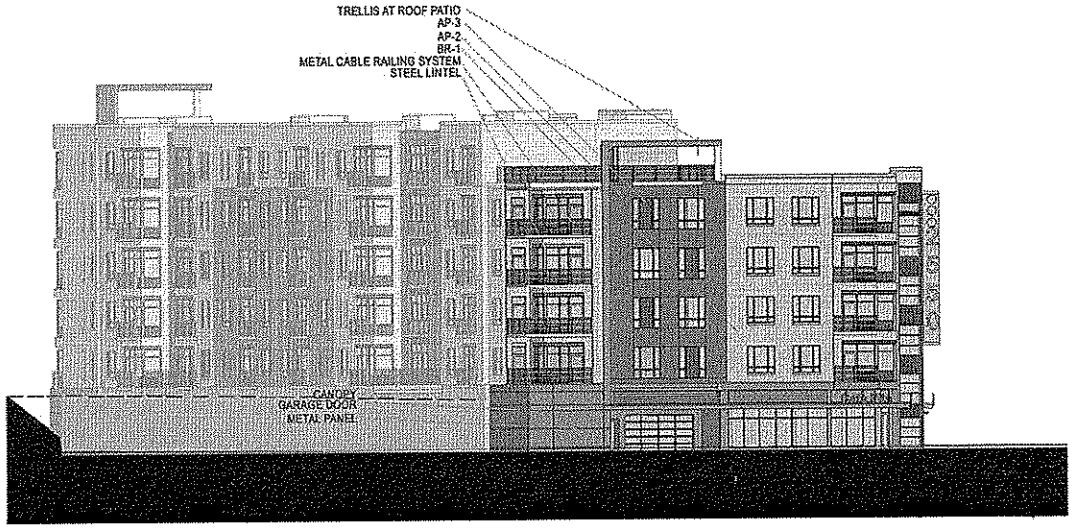
3-TOWNHOUSE EAST ELEVATION 3/32"=1'-0"



4-TOWNHOUSE WEST ELEVATION 3/32"=1'-0"



5- APARTMENT BUILDING EAST ELEVATION 3/32"=1'-0"



6- APARTMENT BUILDING WEST ELEVATION 3/32"=1'-0"

ELEVATIONS

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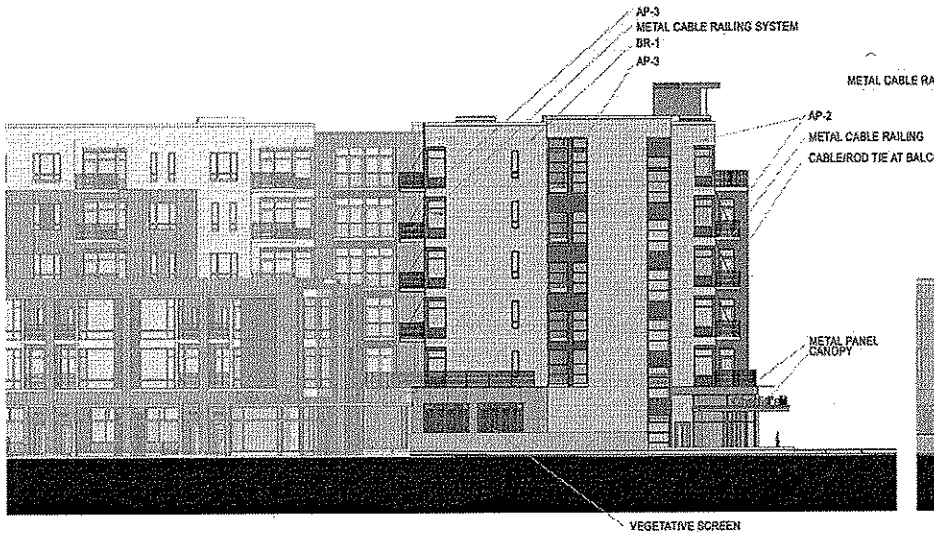
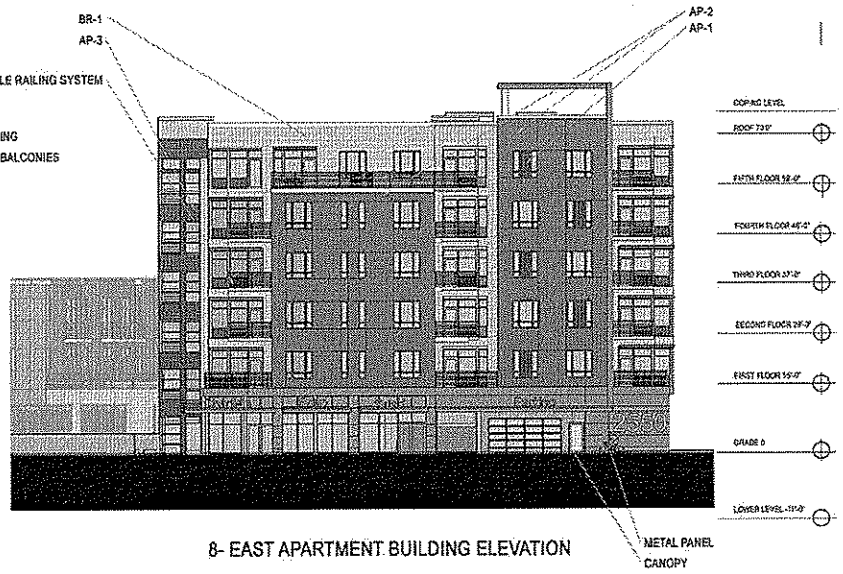
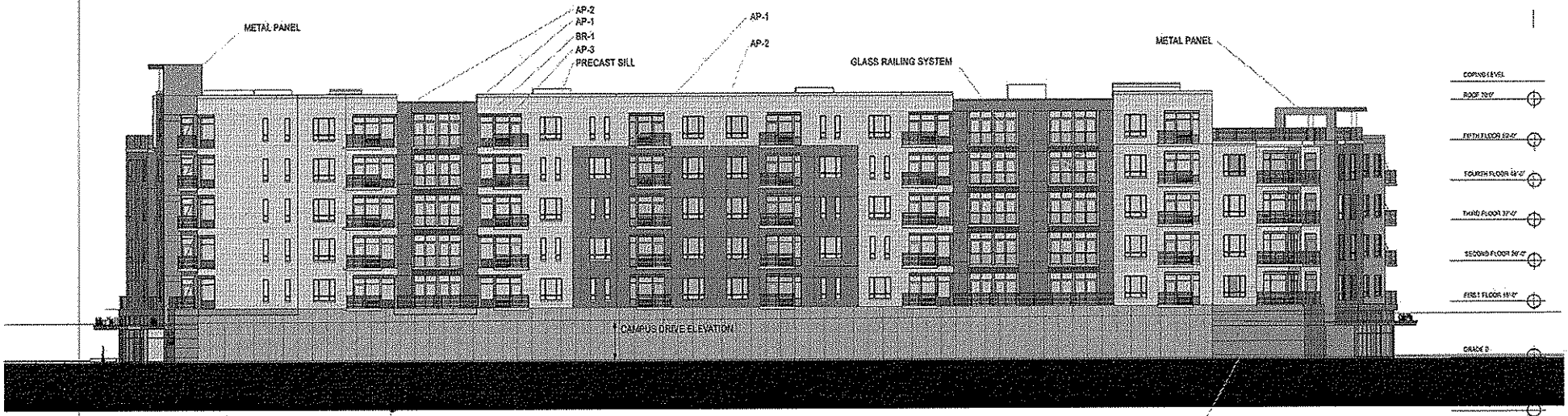


7- SOUTH APARTMENT BUILDING ELEVATION



8- EAST APARTMENT BUILDING ELEVATION



9- NORTH APARTMENT BUILDING ELEVATION

EXTERIOR MATERIAL SCHEDULE

BRICK VENEER

- BR-1: BRICK VENEER; ARCTIC WHITE L-4; SMOOTH TEXTURE MORTAR TO MATCH BRICK
- BR-2: BRICK VENEER; COPPERTONE MORTAR TO MATCH BRICK

ARCHITECTURAL PANELS

- AP-1: COMPOSITE PANEL; DARK BROWN
- AP-2: COMPOSITE PANEL; LIGHT BROWN
- AP-3 COMPOSITE PANEL; DEEP BROWN

WINDOW FRAMES

CHAMPAGNE BRONZE ANODIZED ALUMINUM

ELEVATIONS

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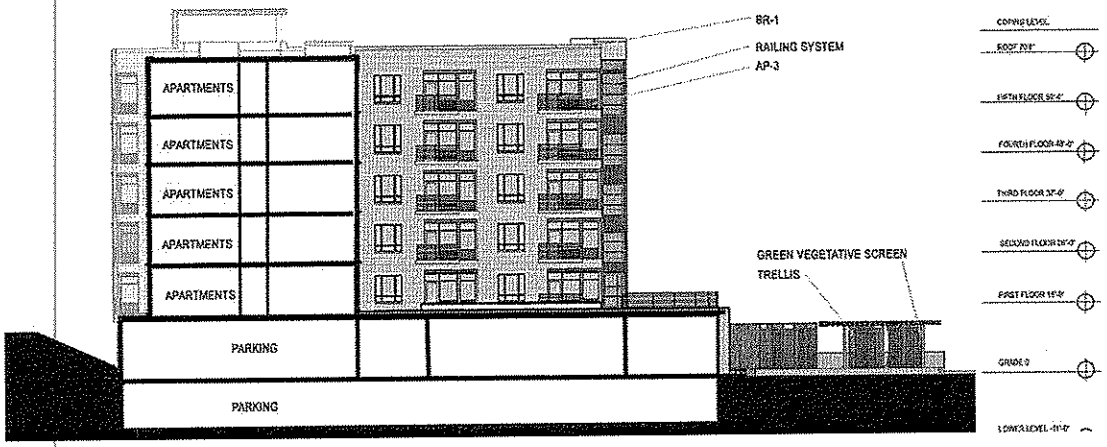
2550 UNIVERSITY AVENUE APARTMENTS

20 OCTOBER 2010



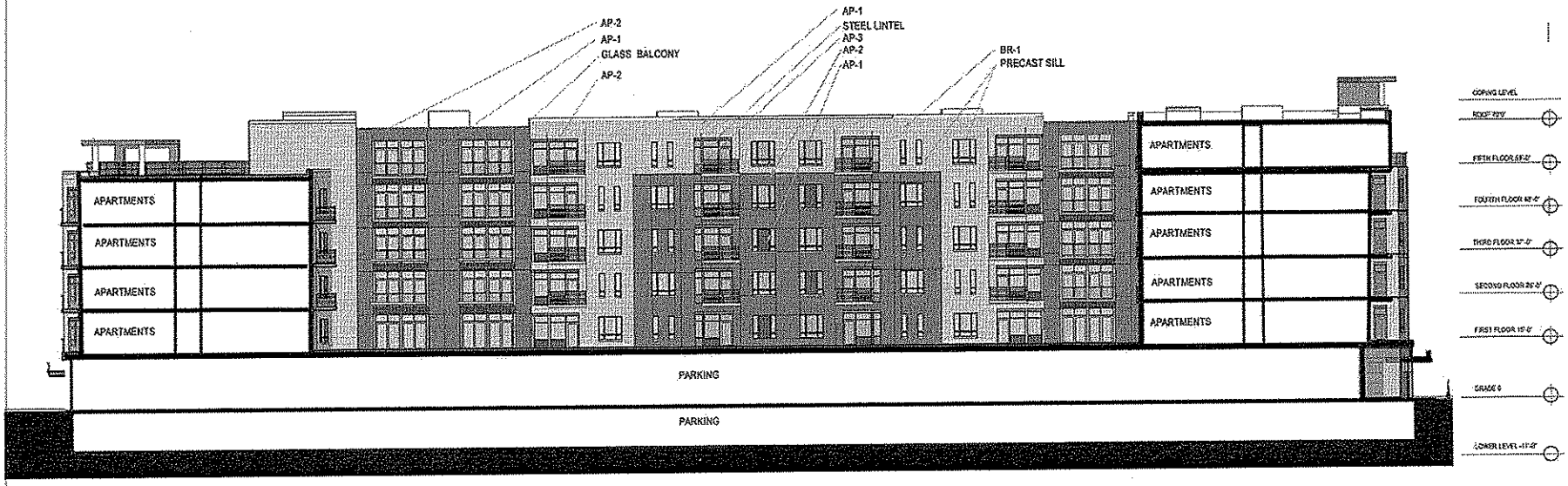
10- WEST ELEVATION OF APARTMENT BUILDING 3/32"=1'-0"

EXTERIOR MATERIAL SCHEDULE

BRICK VENEER
- BR-1: BRICK VENEER; ARCTIC WHITE L-4; SMOOTH TEXTURE MORTAR TO MATCH BRICK
- BR-2: BRICK VENEER; COPPERTONE MORTAR TO MATCH BRICK

ARCHITECTURAL PANELS
- AP-1: COMPOSITE PANEL; DARK BROWN
- AP-2: COMPOSITE PANEL; LIGHT BROWN
- AP-3 COMPOSITE PANEL; DEEP BROWN

WINDOW FRAMES
CHAMPAGNE BRONZE ANODIZED ALUMINUM



11- SOUTH ELEVATION OF APARTMENT BUILDING 3/32"=1'-0"

ELEVATIONS

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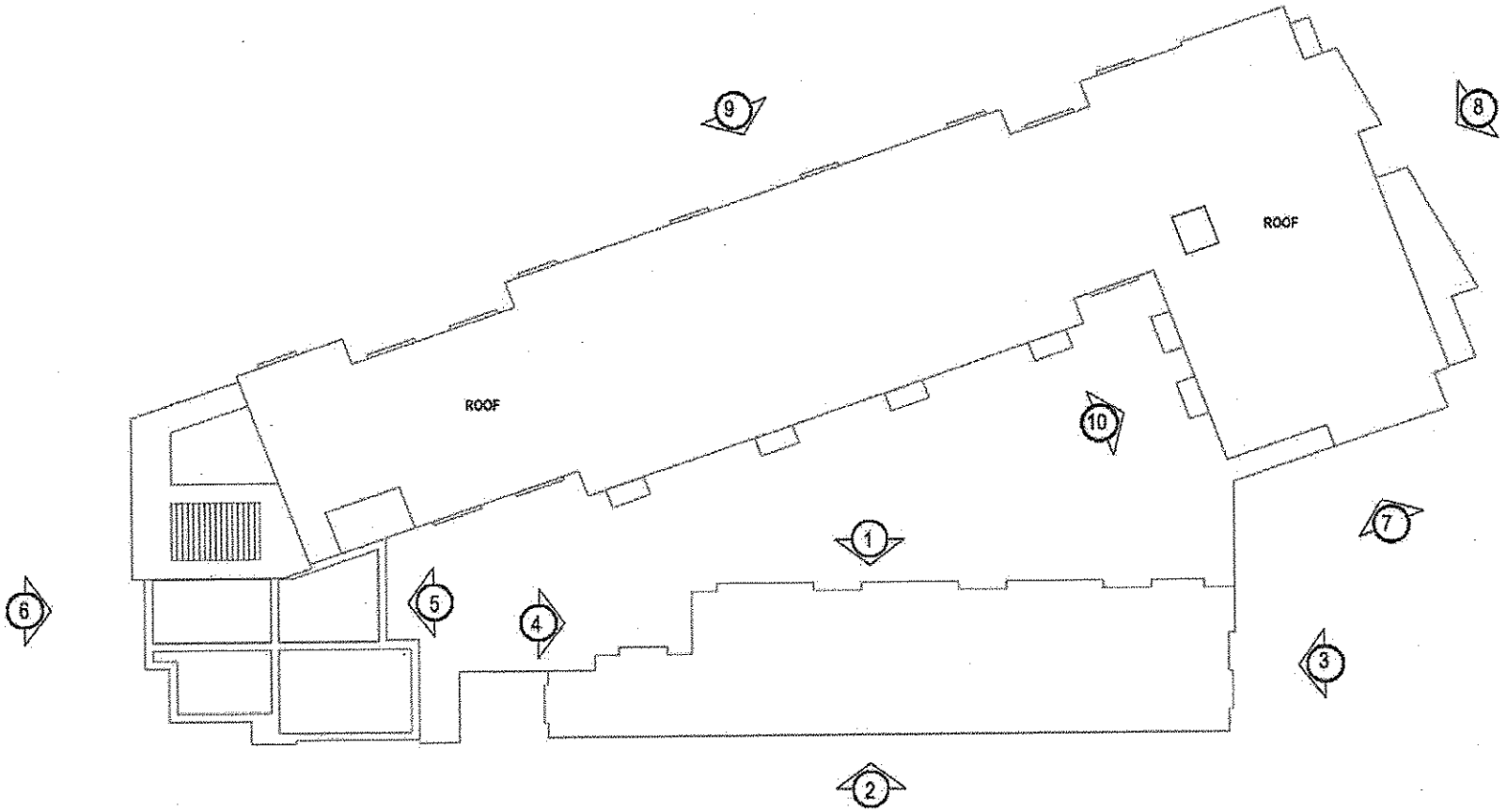

ELEVATION KEY PLAN

VIEW 1 - LOOKING WEST

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VIEW - 2 LOOKING WEST

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VIEW - 3 LOOKING EAST

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VIEW - 4

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VIEW - 5 LOOKING EAST

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Miller Group LLC

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VIEW - 6 MAIN ENTRY

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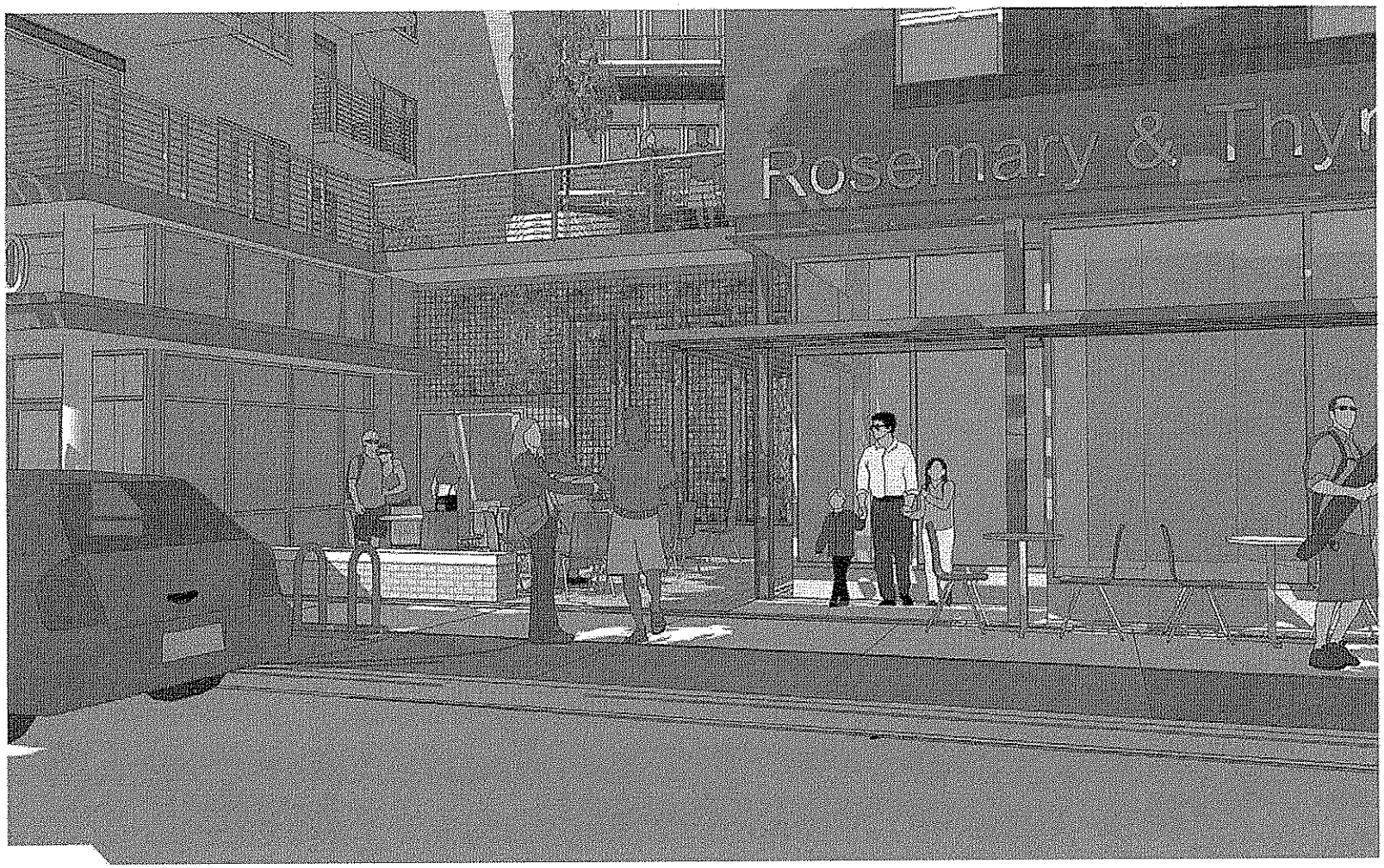

VIEW - 7 MAIN ENTRY

VANDEWALLE & ASSOCIATES INC.

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VIEW - 8 UNIVERSITY AND HIGHLAND

VANDEWALLE & ASSOCIATES INC.

Millitis Group LLC

eua

VIEW - 9 CAMPUS DRIVE LOOKING WEST

VANDEWALLE & ASSOCIATES P.C.

Mullins Group, LLC

eua

VIEW - 10 CAMPUS DRIVE LOOKING EAST

VANDEWALLE & ASSOCIATES INC. | Mollins Group, LLC | eua

VIEW - 11 VIEW OF EAST PATIO

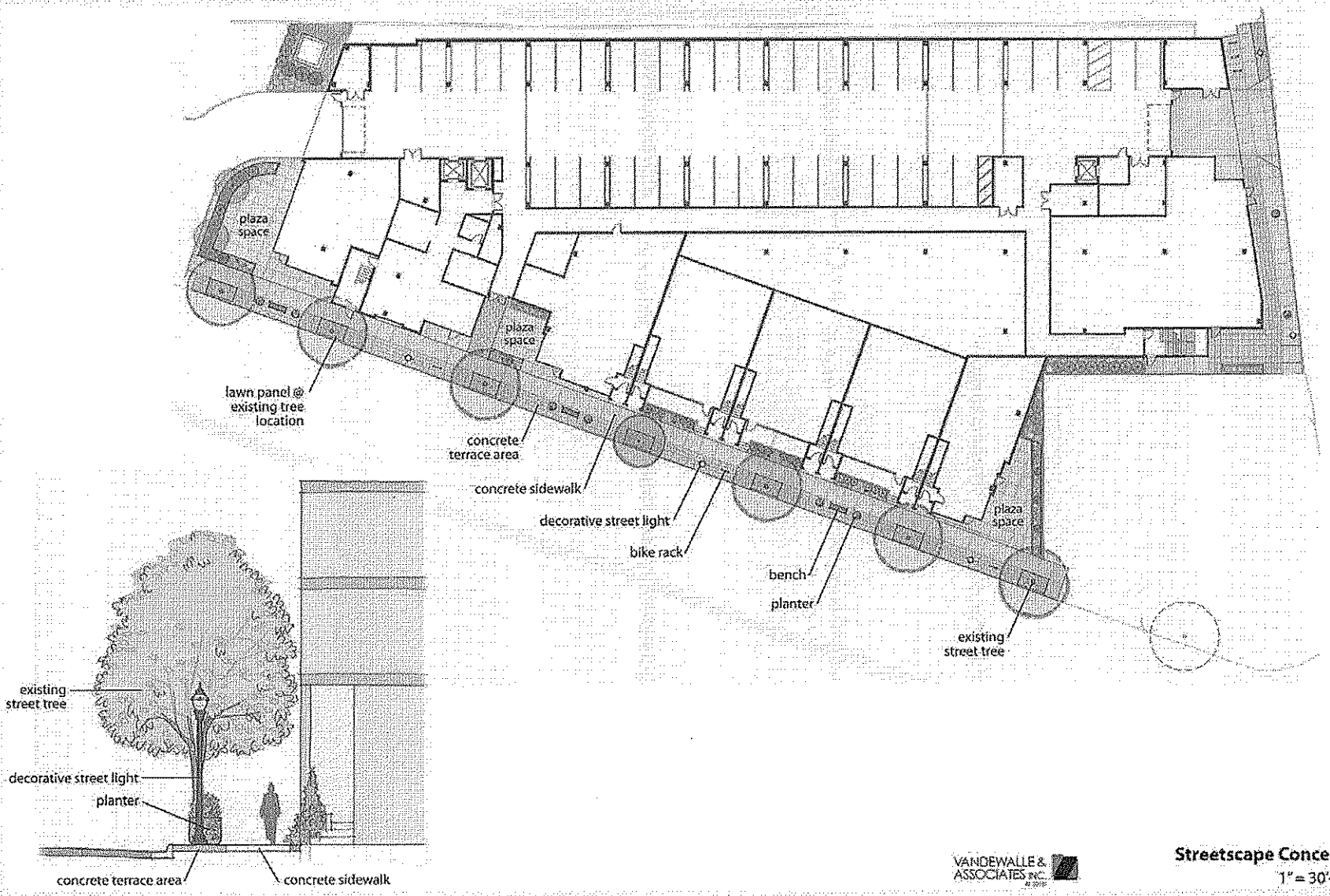
VIEW - 12 VIEW OF TOWNHOMES

VANDEWALLE & ASSOCIATES INC. Mullins Group, LLC eua

VIEW - 13 VIEW OF WEST COMMERCIAL SPACE

VANDEWALLE & ASSOCIATES INC. Mullins Group LLC eua

VIEW - 14 VIEW OF EAST COMMERCIAL SPACE



VANDEWALLE & ASSOCIATES INC.

Streetscape Concept
1" = 30'-0"

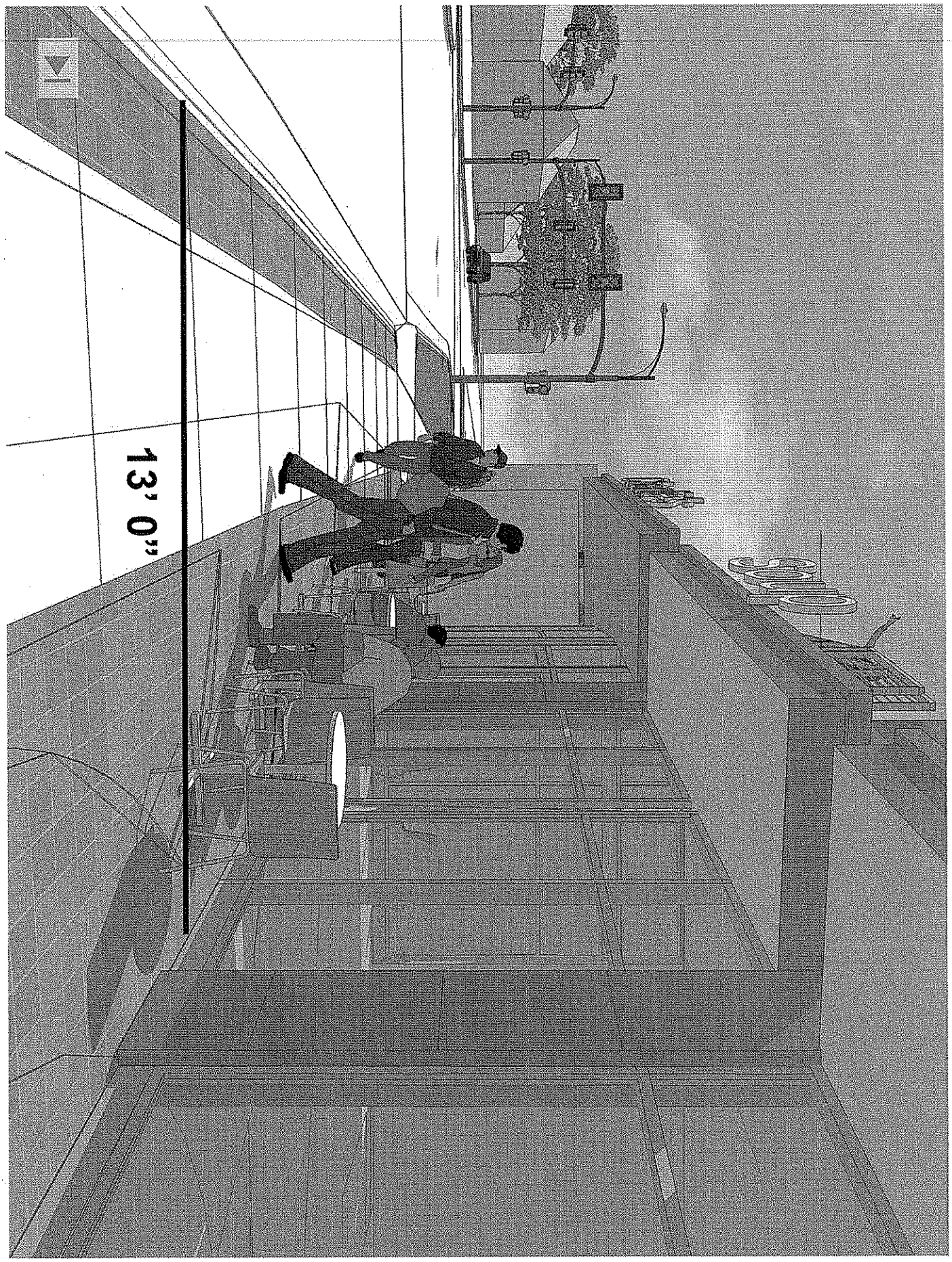
22' 0"
12' 0"
13' 10"
11' 10"

34' 0"
16' 0"
13' 0"

13' 0"
12' 0"


Cafe Pita
19' 0"
12' 0"

Minimum 11' 0"


13' 0"