

**PLANNING DIVISION REPORT  
DEPARTMENT OF PLANNING AND COMMUNITY  
AND ECONOMIC DEVELOPMENT  
of February 28, 2007**

**RE: I.D. # 05758, Conditional Use Application – 801 Redan Drive**

1. Requested Action: Approval of a conditional use for an elementary school to be located at 801 Redan Drive.
2. Applicable Regulations: Schools (elementary, junior high and high) are identified as conditional uses in the Conservancy district in Section 28.07(2)(c). Section 28.12 (11) provides the guidelines and regulations for the approval of conditional uses.
3. Report Prepared By: Timothy M. Parks, Planner

**GENERAL INFORMATION**

1. Applicant & Property Owner: Madison Metropolitan School District.  
  
Agent: Doug Barnes, Zimmerman Architectural Studios; 7707 Harwood Avenue; Milwaukee.
2. Development Schedule: The applicant wishes to proceed as soon as all necessary approvals have been granted, with completion anticipated in August 2008.
3. Location: Approximately 8.3 acres located at the southeast corner of Redan Drive and Ancient Oak Lane; Aldermanic District 1; Madison Metropolitan School District.
4. Existing Conditions: Undeveloped land, zoned C (Conservancy District).
5. Proposed Land Use: The 89,900 square-foot Linden Park Elementary School.
6. Surrounding Land Use and Zoning: The proposed elementary school will be surrounded to the north, east and west by single-family residences in the Linden Park subdivision. The school will be bordered to the south by Eaglewood Park and to the southeast by a public stormwater management tract dedicated with the Linden Park subdivision. The Hawks Landing subdivision is located further to the south across the detention and park sites.
7. Adopted Land Use Plan: The Midtown Neighborhood Development Plan recommends that the subject site for “institutional uses” for a school site, with the adjoining park and public detention lands shown for “park, drainage and open space” uses.
8. Environmental Corridor Status: The subject site is not located in a mapped environmental corridor.

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

### **STANDARDS FOR REVIEW**

This application is subject to the conditional use standards of Section 28.12 (11)(g).

### **PREVIOUS CASE**

The Common Council conditionally approved rezoning of 86.2 acres located approximately a half-mile west of CTH M on the south side of Valley View Road from Temp. A to R2T, R2Y, R2Z and Conservancy and the plat of the Linden Park subdivision on February 1, 2005. The plat, which was recorded on December 5, 2005, contains 261 single-family lots and 24 outlots for public alleys, parkland, stormwater management and a future school site. The previous approval called for two of three single-family residences on the 86.2-acre site to remain as part of the new subdivision.

### **ANALYSIS AND EVALUATION**

The Madison Metropolitan School District is requesting approval of a conditional use to allow construction of an 89,900 square-foot elementary school, referred to currently as Linden Park Elementary School, though it is likely that the name of the new school will change following a naming effort by the district. The school will be located on an 8.3-acre tract of land located at the southeast corner of Redan Drive and Ancient Oak Lane, identified as Outlot 22 of the Linden Park single-family subdivision. The school district purchased this property from the developer of the subdivision, Veridian Homes, in December 2005.

The proposed school will be a T-shaped structure comprised of three wings, with two of the wings extending along the Ancient Oak Lane frontage of the site. The primary entrance to the school will face to the southwest from a bus lane and visitor parking area/ student drop-off lane to be located in the southwest corner of the site with access from Redan Drive. A secondary entry will be located off the eastern façade of the south wing of the school facing a staff parking area to be located due east of the building with access from a driveway from Ancient Oak Lane opposite Reflection Drive. An egress door facing north towards the neighborhood is shown between the eastern and western wings, though it is anticipated that most of the visitors, student and staff of the school will enter from the southwestern and eastern-facing doors for security reasons. Loading and service areas for the school will be located at the southeastern corner of the south wing, with access through the staff parking area. Most of the classroom spaces for the new school will be located on two floors in the eastern and western wings, while the cafeteria, kitchen, library and a multi-purpose room/ gymnasium will be located in the south wing. An enrollment of 650 students and a staff of 90 is anticipated for the new school.

The new school will be faced with a two-toned tan-colored brick veneer with a red standing-seam metal roof. The architect indicates that day-lighting, geothermal heating and cooling, and wind generation capabilities will be integrated into the design of the new school, which will have a LEED Silver Certification.

An undefined play area will be located south of the south wing adjacent to a bike path that will extend around the southern and eastern sides of the school property and be located primarily on City-owned Eaglewood Park, which is located immediately south of the site.

The school site, parkland and adjacent stormwater management tract were zoned Conservancy at the time the subdivision was approved. The Conservancy zoning district has greater than average yard and lot size requirements that reflect the very low density of the limited uses permitted in the district, which are primarily geared towards land conservation and park/ recreational uses. At the time plans for the new school were first presented, the architects proposed to comply with the required yards in Conservancy zoning, which includes a 60-foot front yard, 80-foot side yards and a 100-foot rear yard.

However, the Urban Design Commission derided the plans for the school that met the required yards in Conservancy zoning when it reviewed them on December 6, 2006 and January 10, 2007. In response, the applicants revised their site plan to relocate the new school closer to Ancient oak Lane to better relate it to the residential neighborhood to the north. The Urban Design Commission reviewed the revised plans for the school on February 7 and granted final approval (see attached reports). In order to rectify the yard requirement in Conservancy zoning, a zoning text amendment is proposed that would waive the required yards for elementary, junior high and high schools constructed in a Conservancy district similar to the existing exemption granted in Conservancy zoning for municipal auditorium complexes. The proposed amendment was introduced by the Common Council on February 6, 2007 and is scheduled for review by the Plan Commission on March 5, 2007 (ID 05511), with final approval by Council scheduled for March 20. Should the Commission approve plans for the new school and recommend approval of the text amendment to the Council, staff proposes a condition of approval that would make the effective date of approval for the school conditional use commensurate with the effective date of the text amendment following final Council approval.

Note: Elementary, junior high and high schools constructed in a Conservancy district are conditional uses requiring Plan Commission approval. The proposed zoning text amendment would give the Commission purview over the amount of yard space appropriate for individual school projects as part of their final approval.

## **CONCLUSION**

The Planning Division believes that the proposed Linden Park Elementary School satisfies the conditional use standards and recommends approval of both the school plans and the zoning text amendment necessary to allow its construction with yards less than otherwise required in Conservancy zoning. The proposed final plans for the school call for an attractive two-story school building with a strong relation to Ancient Oak Lane and the neighborhood to the north, which itself is comprised of single-family homes at a more urban density and with reduced yards compared to the more conventional suburban neighborhoods elsewhere on most of the City's west side. Staff believes that the school comports to the recommendations for this site contained in the Midtown Neighborhood Development Plan, and that the proposed school will be a positive addition to the Linden Park and Hawks Landing neighborhoods for the foreseeable future.

## **RECOMMENDATION**

The Planning Unit recommends that the Plan Commission find that the conditional use standards met and **approve** a planned residential development located at 801 Redan Drive, subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. That the effective date of the approval of the proposed elementary school be the effective date of approval of the zoning text amendment by the Common Council that will allow for reduced yard requirements in the Conservancy zoning district for elementary, junior high and high schools.

## AGENDA # 1

City of Madison, Wisconsin

---

REPORT OF: URBAN DESIGN COMMISSION	<b>PRESENTED:</b> February 7, 2007
TITLE: 801 Redan Drive – Linden Park Elementary School. 1 <sup>st</sup> Ald. Dist. (05087)	<b>REFERRED:</b> <b>REREFERRED:</b> <b>REPORTED BACK:</b>
AUTHOR: Alan J. Martin, Secretary	<b>ADOPTED:</b> <b>POF:</b>
DATED: February 7, 2007	<b>ID NUMBER:</b>

---

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

### SUMMARY:

At its meeting of February 7, 2007, the Urban Design Commission **GRANTED FINAL APPROVAL** of the Linden Park Elementary School located at 801 Redan Drive. Appearing on behalf of the project were Mark Wershey and Doug Pearson. Prior to the presentation, staff noted to the Commission that as an outcome of the previous review of the project, relative to issues raised with the extensive street side setback required under the property's C Conservancy District zoning, a zoning text amendment was in process that would allow for a reduction in required yards and setbacks for schools. Based on this proposed text amendment, the plans as presented reflect a reduction in the street side setback (front yard) to 30-feet. The reduced setback allows for the movement of the building closer to its street frontage, along with the creation of more unified green open space amenities at the rear of the building, in combination with the adjacent City of Madison park to the south. Additional modifications to the plans as presented featured the addition of more shade trees off of the southwesterly plaza in response to heat concerns and the addition of landscaping amenities along Redan Drive. Following the presentation of the revised plans, material samples and colors were reviewed for the proposed structure, in addition to the lighting plan. Following the presentation, the Commission noted the following:

- Examine the utilization of engineered soils and infiltration areas.
- Modify the plans to feature a sidewalk curb cut at every intersection.

Some concerns were expressed with not fully rethinking the whole site design beyond the setback issue to include a reduction in drive aisle areas and providing for more efficiency with the use of paving by combining drive aisles for bus with that of the drop-off area. The applicant noted that the need to segregate bus drop-off area access and staff and visitor parking was necessary for safety purposes.

### ACTION:

On a motion by Barnett, seconded by Ald. Radomski, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (7-1) with Barrett voting no. The motion required that stormwater catch basins be located in bioretention swales.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 4, 6, 6, 7, 7, 7, 8 and 8.5.

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 801 Redan Drive**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	7	7	7	6	-	7	6	7
	3	7	4	5	-	2	4	4
	6	6	6	-	-	6	6	6
	8	9	8	8	-	8	8	8
	6	6	7	-	-	6	6	6
	7	8	7	7	-	7	-	7
	8	9	8	8	-	8	9	8.5
	-	-	-	-	-	-	-	7

**General Comments:**

- School placement is improved and anchors the neighborhood. Green infiltration areas are well integrated within pavement. Provide curb cuts to allow parking stormwater to enter island area, overflow inlets can then be within the island also.
- Kudos for working toward a variance on the conservancy district. Unfortunately, applicant failed to take advantage of that leeway in order to minimize drive aisles, curb cuts and paving. RE: The neighborhood plan: any plan that completely forbids parking on 34' streets is a complete failure in urban terms.
- Nice LEEDS project!
- Nice to see the zoning changed and school properly placed at the street.
- Glad to see building pulled north. Not happy about parking proposal.
- Elimination of setback a great improvement.
- Thank you to applicant for proactively seeking a change to the underlying zoning to improve the site utilization.

**AGENDA # 4**

City of Madison, Wisconsin

---

REPORT OF: URBAN DESIGN COMMISSION	<b>PRESENTED:</b> January 10, 2007
TITLE: 801 Redan Drive – Linden Park Elementary School. 1 <sup>st</sup> Ald. Dist. (05087)	<b>REFERRED:</b> <b>REREFERRED:</b> <b>REPORTED BACK:</b>
AUTHOR: Alan J. Martin, Secretary	<b>ADOPTED:</b> <b>POF:</b>
DATED: January 10, 2007	<b>ID NUMBER:</b>

---

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

**SUMMARY:**

At its meeting of January 10, 2007, the Urban Design Commission **REFERRED** consideration of the Linden Park Elementary School located at 801 Redan Drive. Appearing on behalf of the project were Doug Barnes, Doug Pearson and Mark Wershey. The modified plans as presented featured the following:

- The elimination of 25 parking spaces based on a survey of other schools and use of parking.
- The widening and creation of more tree islands to allow for more infiltration.
- A reiteration of the Conservancy setback required according to the Zoning Administrator under its zoning designation.

Following the presentation, the Commission noted the following:

- Concern with heat if trees not feasible off the southwesterly plaza. Consider the utilization of a pergola or canopy structure to provide shade.
- The plaza area will get wind swept – need something, a pergola not appropriate. Could see 4-5 canopy trees encircling southwest plaza entry. Geer agrees.
- Building needs to be pushed to the street as previously requested. If necessary, eliminate the Conservancy setback by rezoning to a more suitable zoning designation that supports its use as a school. Movement of the building toward the street will allow for more greenspace at its rear, in combination with adjacent school activity areas and adjacent parkland areas.

A general discussion on rezoning, variance issues in conjunction with the potential motion for referral or rejection followed with input from staff. The issue with the Conservancy District is that it required front and side yard setbacks of 60' and 80' don't allow for a more creative site design layout. Reduced yard setbacks would allow the building to be moved toward its two street frontages to better relate to them, as well as the surrounding neighborhood; in addition to enhancement of the school's and adjacent park's activity and open space areas.

**ACTION:**

On a substitute motion by March, seconded by Barnett, the project was referred to resolve issues with the Conservancy District setback on a vote of (5-2-1) with Geer and Barrett voting no and Wagner abstaining.

A prior motion by Barrett, seconded by Woods to reject the project due to issues with the Conservancy District setback and rezoning issues to allow the school to be moved closer to the street was substituted on a motion by March, seconded by Barnett for referral to resolve the setback issue on a vote of (6-1-1) with Barrett voting no and Wagner abstaining.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 1, 4, 6, 6, 6, 6.5 and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 801 Redan Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	5	7	5	-	-	6	6	6
	3	7	4	4	-	2	3	4
	5	8	-	-	-	6	7	6.5
	1	7	6	-	-	6	1	1
	6	8	6	7	-	6	7	7
	5.5	7.5	-	-	-	-	5.5	6
	6	7	7	6	6	6	6	6

General Comments:

- CONSERVANCY? Conserving what? This site design wastes green space! It also is very anti-walking, pro-automobile, something very much contrary to the Mayor's "Fit City" initiative and other childhood public health initiatives. The school system should refer back to truly neighborhood-oriented schools such as those found on the Isthmus.
- Move building closer to road to create more usable open space.
- Building should be rezoned and allowed to be moved closer to the street in order to preserve more of the conservancy space.
- Site features improved, but not there yet. Architecture great.
- For a school building that will be an important civic structure for generations, it's unconscionable that the applicant is not vigorously moving to rezone the site to use it much better.
- Location closer to street would be preferred but not enough to require rezoning. The front yard area could still be used for educational natural space. Main entry needs more protection for the students by either a canopy or shade trees. Reducing the reflectivity of the pavement would also improve the microclimate. Balance of the site and landscape has been well designed. Reduction in parking is appreciated.

## AGENDA # 13

City of Madison, Wisconsin

---

REPORT OF: URBAN DESIGN COMMISSION	<b>PRESENTED:</b> December 6, 2006
TITLE: 801 Redan Drive – Linden Park Elementary School. 1 <sup>st</sup> Ald. Dist. (05087)	<b>REFERRED:</b> <b>REREFERRED:</b> <b>REPORTED BACK:</b>
AUTHOR: Alan J. Martin, Secretary	<b>ADOPTED:</b> <b>POF:</b>
DATED: December 6, 2006	<b>ID NUMBER:</b>

---

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

### SUMMARY:

At its meeting of December 6, 2006, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for Linden Park Elementary School located at 801 Redan Drive. Appearing on behalf of the project were Doug Barnes and Doug Pearson. The project involves the development of a new Linden Park elementary school located north of Hawk's Landing Subdivision and south of Valley View Road on recently annexed property to be developed by the Madison Metropolitan School District. A development site is on a lot zoned Conservancy and is surrounded to the north, east and west by an adjoining single-family neighborhood with a City park to the south. The building is situated on the lot to recognize the property's extensive setback requirements required under its Conservancy zoning with the bulk of the T-shaped building oriented toward its Ancient Oak Lane frontage, incorporating a bus drop-off/pick-up/visitor parking area along its southwesterly wing, with a staff parking area along its southeasterly wing. The array of building materials featured the use of a metal standing seam roof, brick veneer in combination with aluminum framed windows. Following the presentation, the Commission noted the following:

- The main entry's west orientation requires more shade tree structures.
- Consider moving the building toward the street; issue with Conservancy setbacks being resolved in order to create more open space at the rear and provide for more on-site bioretention and/or rain garden amenities.
- Reduce hard surface in parking areas with the use of pervious pavers, as well as provide for the incorporation of tree islands at an interval of 12-15 stalls.
- Provide for on-site retaining of stormwater.
- Look at options for utilizing on-street parking as a mechanism to off-set the extent of on-site parking and impervious areas.
- The plan discourages walking to school; need a drastic reduction in parking levels. Like architecture.

In response to concerns raised with the extensive level of parking provided with the new school Doug Pearson with the Madison Metropolitan School District informed the Commission that the attendance area includes 7 other school areas which requires bringing the kids in by bus, not solely a neighborhood school thus requiring more parking and loading amenities.

**ACTION:**

Since this was an **INFORMATIONAL PRESENTATION**, no formal action was taken by the Commission.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 8 and 9.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 801 Redan Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	5	6	5	-	-	5	5	-
	7	8	7	-	-	8	7	8
	9	7	-	-	-	9	9	9

General Comments:

- School really needs to utilize the site better, including creating a zero-runoff site, for educational and ecological reasons.
- Too much asphalt and parking. More greenspace around playground besides City park.
- Add more shade trees at the entry plaza. Limit lawn areas, pursue prairie for LEEDS site points. Rain gardens within paving area islands. Move building closer to ancient Oak Lane to allow for more usable greenspace.
- The architecture is quite nice. The site design screams: DRIVE! This is a bad message in an era of epidemic childhood (and adult) obesity!
- Handsome, handsome project. Curious about location for bus drop-off; why not at north?



Department of Public Works  
**City Engineering Division**

608 266 4751

Larry D. Nelson, P.E.  
City Engineer

City-County Building, Room 115  
210 Martin Luther King, Jr. Boulevard  
Madison, Wisconsin 53703  
608 264 9275 FAX  
608 267 8677 TDD

**Deputy City Engineer**  
Robert F. Phillips, P.E.

**Principal Engineers**  
Michael R. Dalley, P.E.  
Christina M. Bachmann, P.E.  
John S. Fahrney, P.E.  
David L. Benzschawel, P.E.  
Gregory T. Fries, P.E.

**Operations Supervisor**  
Kathleen M. Cryan

**Hydrogeologist**  
Joseph L. DeMorett, P.G.

**GIS Manager**  
David A. Davis, R.L.S.

DATE: February 16, 2007  
TO: Plan Commission  
FROM: Larry D. Nelson, P.E., City Engineer  
SUBJECT: 801 Redan Drive Conditional Use – Revised Plans

The City Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. Any damage to street pavement will require restoration in accordance with the City's Parking Criteria.
2. Revise storm outlet to be at or below normal water elevation. Disturbance of pond area shall be restored per City requirements. Contractor to obtain permit prior to construction of pipe.
3. Development of this site is subject to payment of Impact Fees associated with the Upper Badger Mill Creek Stormwater Improvement Impact Fee District. 2007 Fees estimated as \$21,908.12. Fees shall be paid prior to approval of this development.

**GENERAL OR STANDARD REVIEW COMMENTS**

In addition, we offer the following General or Standard Review Comments:

**Engineering Division Review of Planned Community Developments, Planned Unit Developments and Conditional Use Applications.**

Name: 801 Redan Drive Conditional Use – Revised Plans

**General**

- 1.1 The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City / Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
- 1.2 The site plan shall identify lot and block numbers of recorded Certified Survey Map or Plat.
- 1.3 The site plan shall include all lot/ownership lines, existing building locations, proposed building additions, demolitions, parking stalls, driveways, sidewalks (public and/or private), existing and proposed signage, existing and proposed utility locations and landscaping.

9



- 1.4 The site plan shall identify the difference between existing and proposed impervious areas.
- 1.5 The site plan shall reflect a proper street address of the property as reflected by official City of Madison Assessor's and Engineering Division records.
- 1.6 The site plan shall include a full and complete legal description of the site or property being subjected to this application.

**Right of Way / Easements**

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

**Streets and Sidewalks**

- 3.1 The Applicant shall execute a waiver of notice and hearing on the assessments for the improvement of [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.2 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along \_\_\_\_\_.
- 3.3 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along \_\_\_\_\_. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later.
- 3.4 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] \_\_\_\_\_ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO.
- 3.5 The Applicant shall grade the property line along \_\_\_\_\_ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development.
- 3.6 The Applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
- 3.7 **Value of the restoration work less than \$5,000. When computing the value, do not include a cost for driveways. Do not include the restoration required to facilitate a utility lateral installation.** The Applicant's project requires the minor restoration of the street and sidewalk. The Applicant shall obtain a Street Excavation Permit for the street restoration work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees.
- 3.8 The Applicant shall make improvements to \_\_\_\_\_ in order to facilitate ingress and egress to the development. The improvement shall include a (Describe what the work involves or strike this part of the comment.) \_\_\_\_\_.
- 3.9 The Applicant shall make improvements to \_\_\_\_\_. The improvements shall consist of \_\_\_\_\_.
- 3.10 The approval of this Conditional Use does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.

9

- 3.11 The Applicant shall provide the City Engineer with a survey indicating the grade of the existing sidewalk and street. The Applicant shall hire a Professional Engineer to set the grade of the building entrances adjacent to the public right of way. The Applicant shall provide the City Engineer the proposed grade of the building entrances. The City Engineer shall approve the grade of the entrances prior to signing off on this development.
- 3.12 The Applicant shall replace all sidewalk and curb and gutter which abuts the property which is damaged by the construction or any sidewalk and curb and gutter which the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
- 3.13 The Applicant shall obtain a privilege in streets agreement for any encroachments inside the public right of way. The approval of this development does not constitute or guarantee approval of the encroachments.
- 3.14 The Applicant shall provide the City Engineer with the proposed soil retention system to accommodate the restoration. The soil retention system must be stamped by a Professional Engineer. The City Engineer may reject or require modifications to the retention system.
- 3.15 The Applicant shall complete work on exposed aggregate sidewalk in accordance with specifications provided by the city. The stone used for the exposed aggregate shall be approved by the City. The Construction Engineer shall be notified prior to beginning construction. Any work that does not match the adjacent work or which the City Construction Engineer finds is unacceptable shall be removed and replaced.
- 3.16 All work in the public right-of-way shall be performed by a City licensed contractor.
- 3.17 Installation of "Private" street signage in accordance with 10.34 MGO is required.

**Storm Water Management**

- 4.1 The site plans shall be revised to show the location of all rain gutter down spout discharges.
- 4.2 Storm sewer to serve this development has been designed and constructed. The site plans shall be revised to identify the location of this storm sewer and to show connection of an internal drainage system to the existing public storm sewer.
- 4.3 The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
- 4.4 The applicant shall show storm water "overflow" paths that will safely route runoff when the storm sewer is at capacity.
- 4.5 The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
- 4.6 The City of Madison is an approved agent of the Department of Commerce. This proposal contains a commercial building and as such, the City of Madison is authorized to review infiltration, stormwater management, and erosion control on behalf of the Department of Commerce. No separate submittal to Commerce or the WDNR is required.
- 4.7 This development includes multiple building permits within a single lot. The City Engineer and/or the Director of the Inspection Unit may require individual control plans and measures for each building.
- 4.8 If the lots within this site plan are inter-dependent upon one another for stormwater runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the site plan and recorded at the Dane Co Register of Deeds.
- 4.9 Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
  - Detain the 2 & 10-year storm events.
  - Detain the 2, 10, & 100-year storm events.
  - Control 40% TSS (20 micron particle).
  - Control 80% TSS (5 micron particle).
  - Provide infiltration in accordance with NR-151.
  - Provide substantial thermal control.
  - Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

- 4.10 The plan set shall be revised to show more information on proposed drainage for the site. This shall be accomplished by using spot elevations and drainage arrows or through the use of proposed contours. It is necessary to show the location of drainage leaving the site to the public right-of-way. It may be necessary to provide information off the site to fully meet this requirement.
- 4.11 A portion of this project comes under the jurisdiction of the US Army Corp of Engineers and WDNR for wetland or

flood plain issues. A permit for those matters shall be required prior to construction on any of the lots currently within the jurisdictional flood plain.

- 4.12 The Applicant shall submit, prior to plan sign-off, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain the following data, each on a separate layer name/level number:
- a) Building Footprints
  - b) Internal Walkway Areas
  - c) Internal Site Parking Areas
  - d) Other Miscellaneous Impervious Areas (i.e. gravel, crushed stone, bituminous/asphalt, concrete, etc.)
  - e) Right-of-Way lines (public and private)
  - f) Lot lines
  - g) Lot numbers
  - h) Lot/Plat dimensions
  - i) Street names

NOTE: Email file transmissions preferred [lzenchenko@cityofmadison.com](mailto:lzenchenko@cityofmadison.com) . Include the site address in this transmittal.

- 4.13 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicate a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

- 4.14 The applicant shall submit, prior to plan sign-off, digital PDF files to the Engineering Division (Jeff Benedict or Tim Troester). The digital copies shall be to scale, and shall have a scale bar on the plan set.
- PDF submittals shall contain the following information:
- a) Building footprints.
  - b) Internal walkway areas.
  - c) Internal site parking areas.
  - d) Lot lines and right-of-way lines.
  - e) Street names.
  - f) Stormwater Management Facilities.
  - g) Detail drawings associated with Stormwater Management Facilities (including if applicable planting plans).

- 4.15 The Applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management Files including:
- a) SLAMM DAT files.
  - b) RECARGA files.
  - c) TR-55/HYDROCAD/Etc...
  - d) Sediment loading calculations

If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.

- 4.16 The area adjacent to this proposed development has a known flooding risk. All entrances shall be 2-feet above the adjacent sidewalk elevation or 1-foot above the 100-year regional flood elevation (whichever is greater). This includes garage entrances.

#### Utilities General

- 5.1 The Applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project. The Applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
- 5.2 The applicant shall obtain all necessary sewer connection permits and sewer plugging permits prior to any utility work.
- 5.3 All proposed and existing utilities including gas, electric, phone, steam, chilled water, etc shall be shown on the plan.
- 5.4 The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the

storm sewer construction.

- 5.5 The site plans shall be revised to show the location of existing utilities, including depth, type, and size in the adjacent right-of-way.
- 5.6 The developer shall provide information on how the Department of Commerce's requirements regarding treatment of storm water runoff, from parking structures, shall be satisfied prior to discharge to the public sewer system. Additionally, information shall be provided on which system (storm or sanitary) the pipe shall be connected to.

**Sanitary Sewer**

- 6.1 Prior to approval of the conditional use application, the owner shall obtain a permit to plug each existing sanitary sewer lateral that serves a building that is proposed for demolition. For each lateral to be plugged the owner shall deposit \$1,000 with the City Engineer in two separate checks in the following amounts: (1). \$100 non-refundable deposit for the cost of inspection of the plugging by City staff; and (2). \$900 for the cost of City crews to perform the plugging. If the owner elects to complete the plugging of a lateral by private contractor and the plugging is inspected and approved by the City Engineer, the \$900 fee shall be refunded to the owner.
- 6.2 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 6.3 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 6.4 The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size and alignment of the proposed service.



## Traffic Engineering and Parking Divisions

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

Suite 100

215 Martin Luther King, Jr. Boulevard

P.O. Box 2986

Madison, Wisconsin 53701-2986

PH 608 266 4761

TTY 866-704-2315

FAX 608 267 1158

January 25, 2007

Rev: February 26, 2007

TO: Plan Commission

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

SUBJECT: 801 Redan Drive – Conditional Use – Linden Park Elementary School

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. None.

### PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. The sidewalks in the sections adjacent to parking lots shall be modified to 10 feet wide.
3. The plans and detail for bike parking and rack design shall be modified to the City's standard of 11 feet between rows of racks and 4 feet between individual racks.
4. The asphalt pathway/ bike path shall be modified from 8 ft to 10 ft (AASHTO Bike Standard).
5. The bike path shall intersect at the northern crosswalk location of Redan Drive/winter Frost Place and include a crosswalk ramp of 10 feet wide to match the 10 ft wide bike path.
6. The entrance feature/walkway at Shining Rock Trail shall be redesigned to match evenly into the crosswalk ramps of Shining Rock Trail crossing Ancient Oak Lane.
7. The site sidewalk on the northeast side of the site, closest to Reflection Drive, shall be realigned to outlet at either Reflection Drive or Rung Way, not in the middle as proposed.
8. The bike path intersecting Ancient Oak Lane needs further review prior to approval. As currently shown, the bike path outlets at a mid-block location with no treatment or further plan for linkage to the north and east.
9. The applicant shall provide a deposit of \$55,000 for school flashers and signing and marking for the purposes of pedestrian crossings, safe routes to school and school safety zone.

### GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

10. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the two (2) feet overhang, and a scaled drawing at 1" = 20'.
11. The applicant shall modify and demonstrate driveway approaches that vehicle headlights will have min. impact on housing across the street.
12. The applicant shall install an additional "Stop" for the visitor drop-off drive. All signs at the approaches shall be installed behind the property line. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
13. The applicant shall design the surface parking areas for stalls and backing up according to Figures II of the ordinance using the 9' or wider stall for the commercial/retail area. The applicant will need to show the dimensions for proposed 60 degree parking stalls' items A, B, C, E, F and degree angle parking width and backing up, according to Figures II "Medium and Large Vehicles" parking design standards in Section 10.08(6)(b) 2.
14. The applicant shall modify the auto - driveway approaches according to the design criteria for a "Class III" driveway with five (5) ft flares not to encroach onto ramps or crosswalks in accordance to Madison General Ordinance Section 10.08(4). The Class III driveway approaches shall have two 5-foot flares. The applicant shall modify the "Visitor & Drop Off Access" to one 31.5 ft approach and the median island pulled back behind the property line or the approaches shall be a min. 10 ft apart/Median shall be 10 ft in width according to M.G.O. This change shall be revised on the plan.
15. The Bus driveway approach entrance on Redan Drive shall be a special design "Street Type Entrance" minimum of thirty (30) feet in width with a radius of twenty-five (25) feet at the right-of-way. A six (6) inch epoxy white lines for the six (6) foot wide crosswalk and twenty-four (24) inch epoxy white stop bar five (5) feet behind the crosswalk shall be painted at the intersection of the street. The Applicant shall provide a 1" - 20' detail drawing of the approach with markings.
16. The Developer shall post a deposit and reimburse the City for all costs associated with any modifications to Traffic Signals, Street Lighting, Signing and Pavement Marking, and conduit and handholes, including labor, engineering and materials for both temporary and permanent installations.
17. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

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

Contact Person: Doug Barnes  
Fax: 414-476-8582  
Email: [dbarnes@zastudios.com](mailto:dbarnes@zastudios.com)

DCD: DJM: dm

**CITY OF MADISON  
INTERDEPARTMENTAL  
CORRESPONDENCE**

**Date:** February 19, 2007

**To:** Plan Commission  
**From:** Kathy Voeck, Assistant Zoning Administrator  
**Subject:** 801 Redan Dr, CU

---

**Present Zoning District:** Conservancy

**Proposed Use:** Linden Park Elementary School

**Conditional Use:** 28.07(2)(c)15. Elementary schools are a conditional use.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project). **NONE.**

**GENERAL OR STANDARD REVIEW COMMENTS**

1. Provide 42 bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. The lockable enclosed lockers or racks or equivalent structures in or upon which the bicycle may be locked by the user shall be securely anchored to the ground or building to prevent the lockers or racks from being removed from the location. NOTE: A bike-parking stall is two feet by six feet with a five-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.
2. Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. (Note: The required trees do not count toward the landscape point total.) Planting islands shall consist of at least 75% vegetative cover, including trees, shrubs, ground cover, and/or grass. Up to 25% of the island surface may be brick pavers, mulch or other non-vegetative cover. All plant materials in islands shall be protected from vehicles by concrete curbs.
3. Lighting is not required. However, if it is provided, it must comply with City of Madison outdoor lighting standards. (See parking lot packet). Lighting will be limited to .08 watts per square foot.

**ZONING CRITERIA**

<b>Bulk Requirements</b>	<b>Required</b>	<b>Proposed</b>
Lot Area	10 acres	8.32 acres (existing lot)
Lot width	500'	507.43'
Usable open space	n/a	n/a
Front yard	60'	30' (pending P.C. approval)
Side yards	80'	30' & 110' (pending PC app)
Rear yard	100'	adequate
Floor area ratio	n/a	n/a
Building height	2 stories/35'	2 stories/35' av. mean

<b>Site Design</b>	<b>Required</b>	<b>Proposed</b>
Number parking stalls	45	117
Accessible stalls	5	5
Loading	1 (10' x 35') area	provided
Number bike parking stalls	42	(1)
Landscaping	Yes	(2)
Lighting	No	(3)

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

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



## Madison Metro Transit System

1101 East Washington Avenue  
Madison, Wisconsin, 53703  
Administrative Office: 608 266 4904  
Fax: 608 267 8778



February 20, 2007

TO: Plan Commission  
FROM: Timothy Sobota, Transit Planner, Metro Transit  
SUBJECT: **801 Redan Drive – Conditional Use – “Linden Park Elementary School”**

Metro Transit has reviewed the subject development and has the following comments.

**MAJOR OR NON-STANDARD REVIEW COMMENTS** (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. This school site and any related institutional usage of the building will not be eligible for Metro Transit's complimentary paratransit service, based on the current bus route network. This site is greater than three-quarters of a mile removed from any existing bus route.

### GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

2. The development project is located outside Metro Transit's service area (defined as a ¼ mile buffer around transit routes providing all day service). The closest bus stop is over one mile away on Watts Road east of Mid-Town Road. There is no pedestrian accessible connection to any bus stop location due to the gaps in the sidewalk infrastructure.
3. The recently constructed Chavez Elementary School was constructed within a ¼ mile of peak hour transit service on East Pass, and adjacent a sidewalk network leading to a bus stop with all day transit service less than ¾ of a mile away on McKenna at Carnwood.
4. Metro Transit does not anticipate extending peak hour transit service to a point that would reach the sidewalk network currently adjacent the school site. Metro Transit does not have plans to expand the all day transit routes and the related service area boundaries such that paratransit riders would be able to access this site.

Please contact Tim Sobota, Metro Transit at 261-4289  
or by email at <tsobota@cityofmadison.com>  
if you have questions regarding the above items.

CC: Project contact person, Doug Barnes: <doug.barnes@zastudios.com>  
MMSD Director of Building Services, Doug Pearson: <dpearson@madison.k12.wi.us>



Department of Planning & Development  
 Planning/Inspection/Real Estate/Community & Economic Development  
 Mark A. Olinger, Director

Bradley J. Murphy  
 Planning Unit  
 215 Martin Luther King, Jr. Boulevard  
 P.O. Box 2985  
 Madison, WI 53701-2985  
 (608) 266-4635

**REVIEW REQUEST FOR:**

- PRELIMINARY PLAT
- FINAL PLAT
- LOT DIVISION/CSM
- CONDITIONAL USE
- DEMOLITION
- REZONING
- INCLUSIONARY ZONING
- OTHER

801 REDAN DRIVE  
 LINDEN PARK ELEMENTARY SCHOOL  
 MMSD / DOUG BARNES - ZIMMERMAN ARCHITECTURAL STUDIOS

11

PLANNING UNIT CONTACT: TIM PARKS

RETURN COMMENTS BY: 25 JANUARY 2007

PLEASE ALSO EMAIL OR FAX ANY COMMENTS TO THE APPLICANT:

Applicant E-mail: doug.barnes@zastudios.com Fax: 414-476-8582

Date Submitted: 03 JANUARY 2007 Plan Commission: 05 FEBRUARY 2007

Date Circulated: 08 JANUARY 2007 Common Council: \_\_\_\_\_

**CIRCULATED TO:**

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> ZONING               | <input type="checkbox"/> DISABILITY RIGHTS            | <input checked="" type="checkbox"/> ALD. <u>SANBORN</u> DIST. <u>1</u> |
| <input type="checkbox"/> FIRE DEPARTMENT      | <input type="checkbox"/> POLICE DEPT. - THURBER       | <input type="checkbox"/> MADISON GAS & ELECTRIC                        |
| <input type="checkbox"/> PARKS DIVISION       | <input type="checkbox"/> CITY ASSESSOR - SEIFERT      | <input type="checkbox"/> ALLIANT ENERGY                                |
| <input type="checkbox"/> TRAFFIC ENG.         | <input type="checkbox"/> MADISON METRO - SOBOTA       | <input type="checkbox"/> A T & T                                       |
| <input type="checkbox"/> CITY ENG. - GEBERT   | <input type="checkbox"/> BOARD OF EDUCATION C/O SUPT. | <input type="checkbox"/> T D S   |
| <input type="checkbox"/> CITY ENG. - PEDERSON | <input type="checkbox"/> PUBLIC HEALTH - SCHLENKER    | <input type="checkbox"/> MT. VERNON TELE                               |
| <input type="checkbox"/> WATER UTILITY        |   |  |
| <input type="checkbox"/> CDBG - CONSTANS      | <input type="checkbox"/> NEIGHBORHOOD ORGANIZATION    |  |
| <input type="checkbox"/> REAL ESTATE - EKOLA  |   |  |

- Review the above as per time schedule set in Chapter 16.23(5)(b)2; 16.23(5)(3)3; or Chapter 28, City of Madison Ordinance; OR your agency's comments cannot be considered prior to action.
- One copy for your files; one copy for file of appropriate telephone company; PLEASE RETURN one copy with joint comments.
- The above is located in your district. A copy is on file in the Planning & Development Office for review. If you have any questions or comments, contact our office at 266-4635.
- The above is located within or near the limits of your neighborhood organization. A copy is on file in the Planning & Development Office for review. If you have any questions or comments, contact our office at 266-4635.

**RETURN COMMENTS TO: PLANNING UNIT, DEPARTMENT OF PLANNING & DEVELOPMENT**

NO COMMENTS / YOUR COMMENTS:

*[Handwritten Signature]*

9