

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

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

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

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

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

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

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

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

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

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



Traffic Engineering and Parking Divisions

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

July 28, 2008

TO: Plan Commission

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

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

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

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

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

Background

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

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

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

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

Specific Plans for a Midvale Blvd Driveway Alternative from the Developer

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

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

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

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

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

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

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

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

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

DCD: DJM: dm

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

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

Attached:

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

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

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

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

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

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

Thank you for your consideration,

Bonnie McMullin-Lawton
Anna Strenski
Janet Hanson

Chris Schmidt
Mimi Levinson
Wynn Davies

Caromar Drive

Garage Entrance

TRASH

Stair

150' @ 5.33% Slope

20'

1/5

57

8

8

8

8

8

8

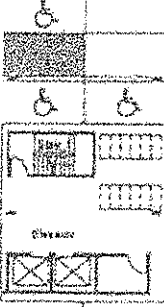
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Total: 136 cars
45 bike stalls

22

14

26

20

12 Drive

80'

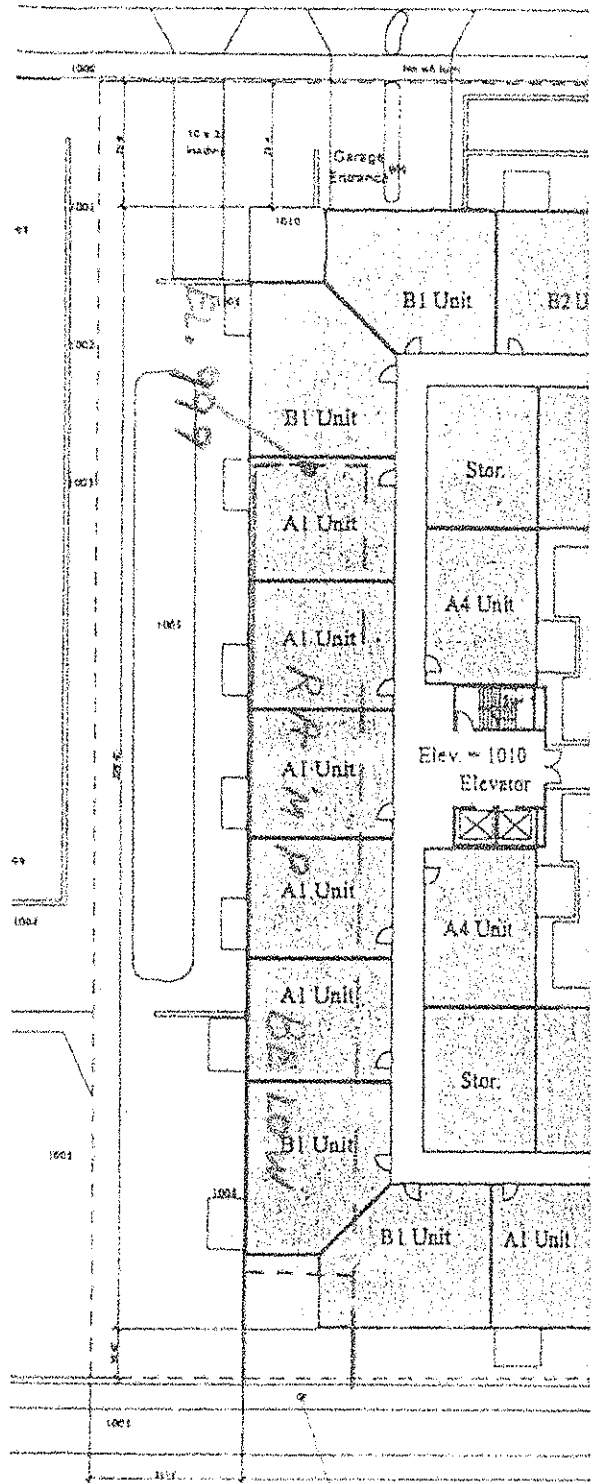
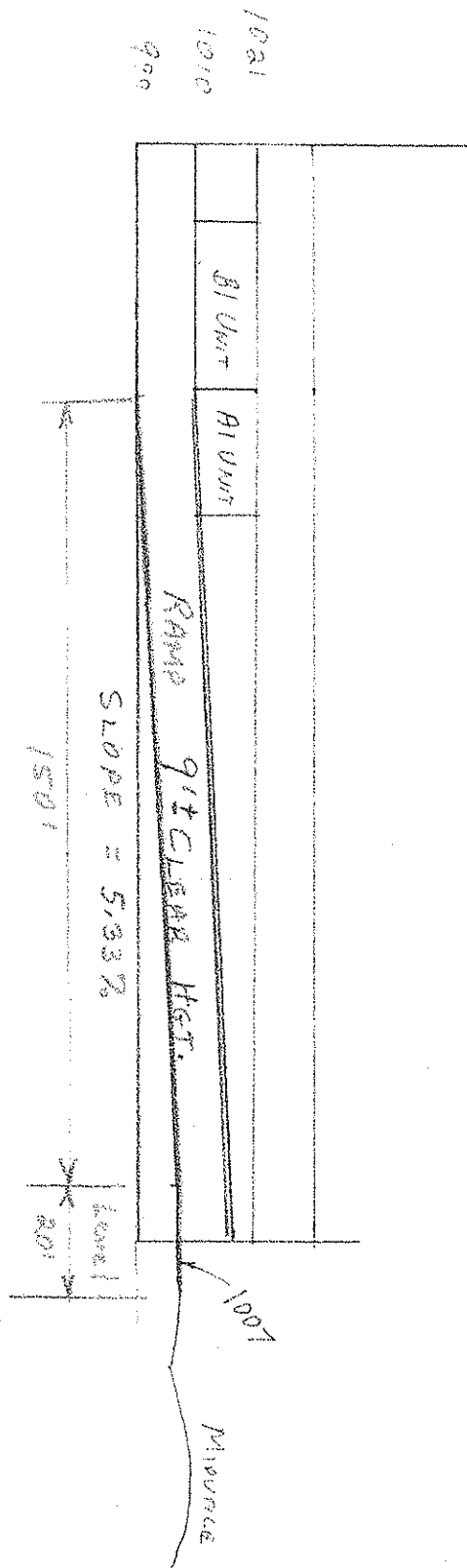
Level

Midvale Boulevard

CNSC
EXHIBIT



Level Plan

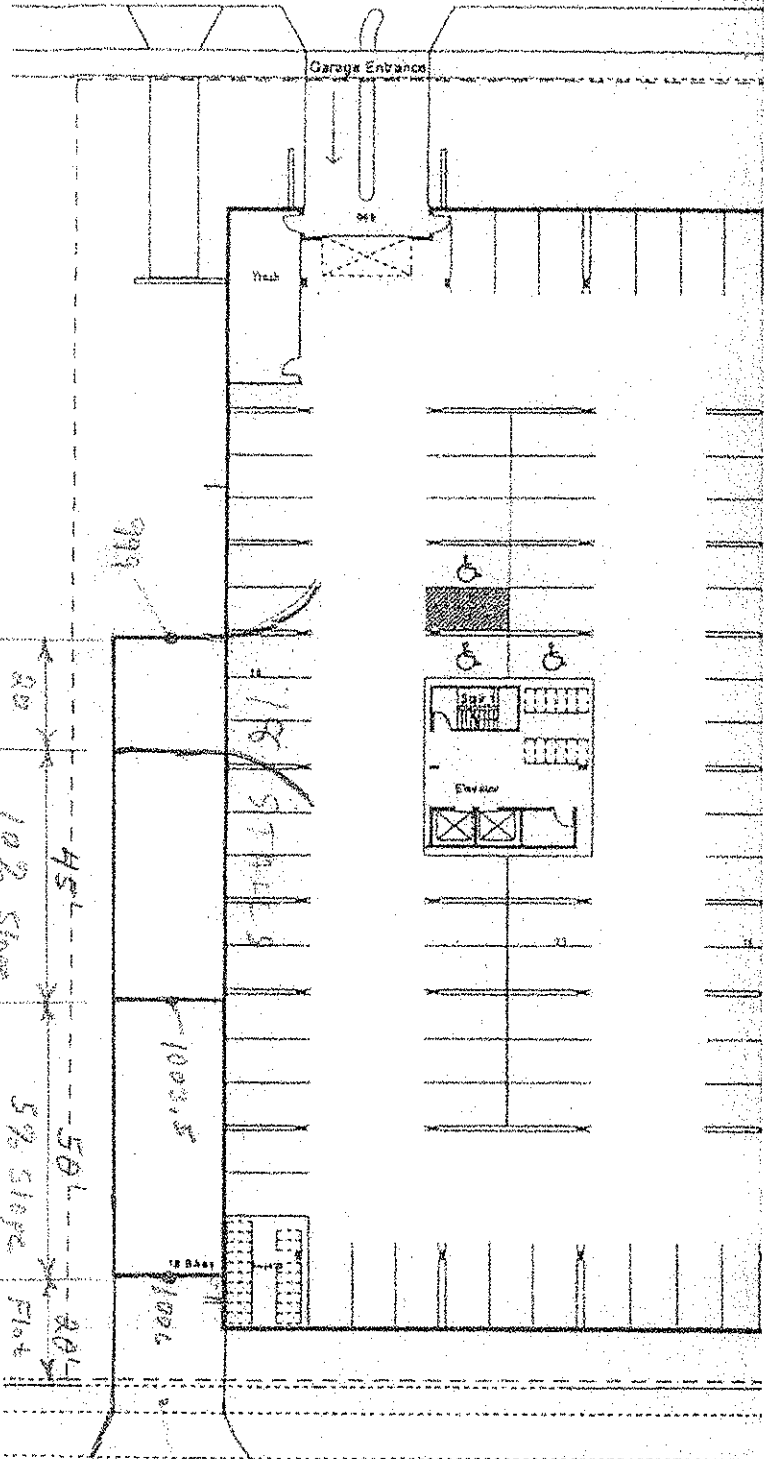


CNSC
EXHIBIT

Elev. 1009.5

(P)

Carom

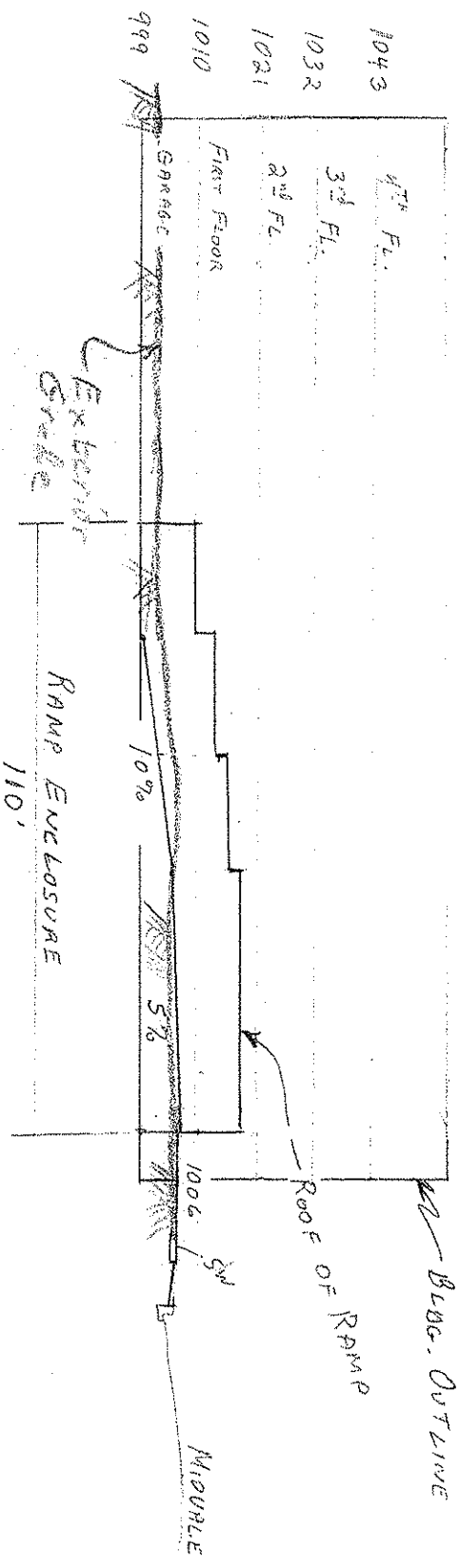
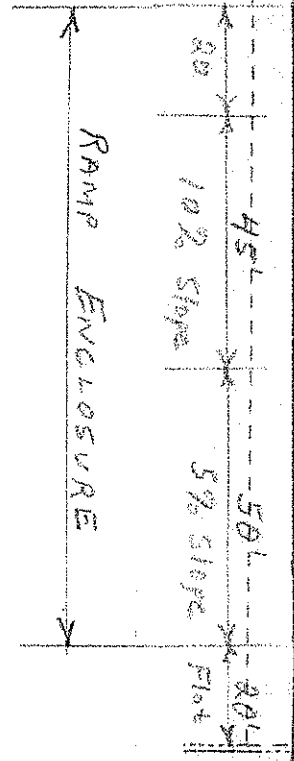


Midvale Boul



Parking

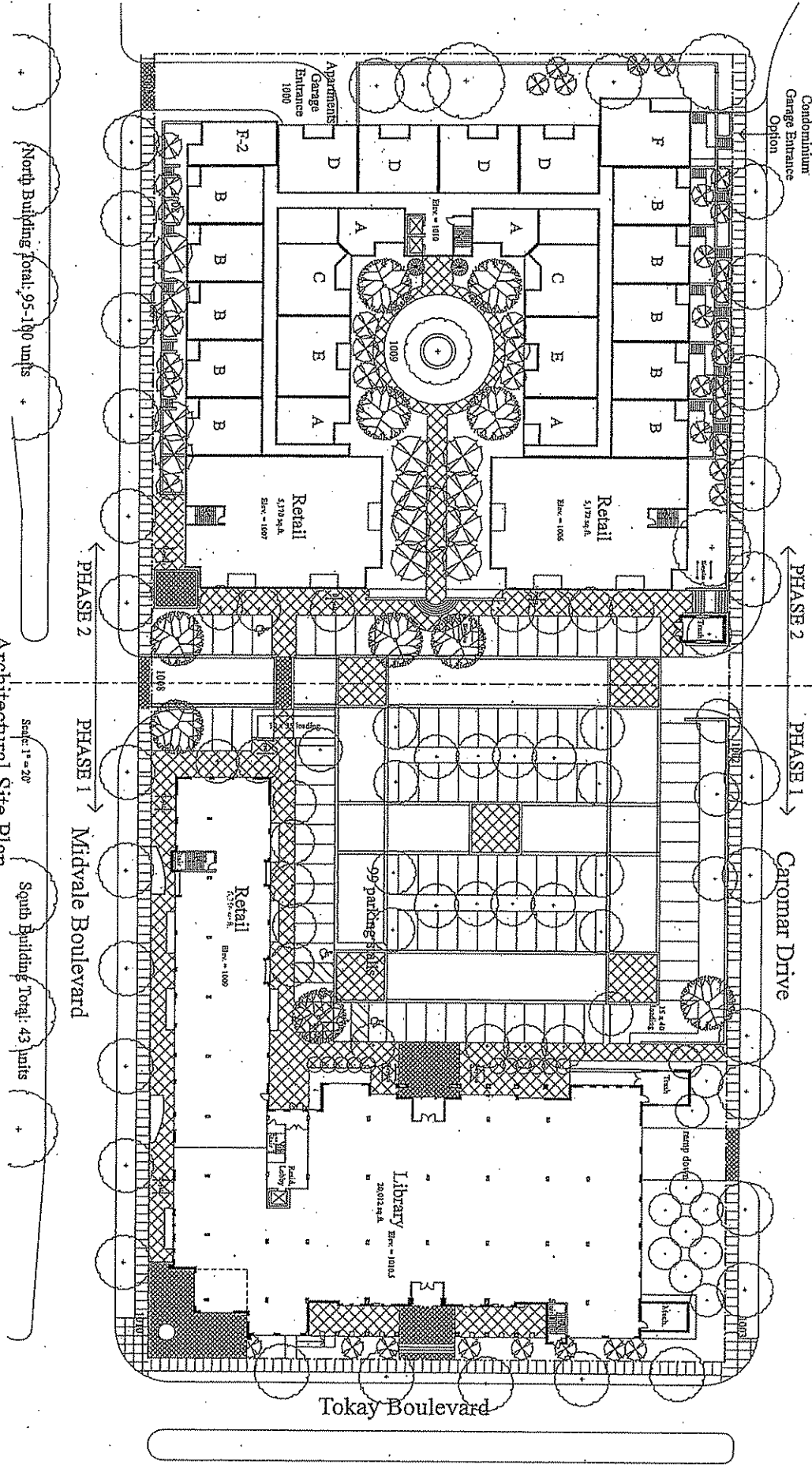
CSC EXHIBIT



MIDVALE

CNSC
EXHIBIT

13



Midvale Plaza Joint Venture

Architectural Site Plan

SGN+A and MSTSD

Midvale Plaza Redevelopment

Madison, Wisconsin

A1.1

May 11, 2005

Shawmut Design & Construction, Inc.
1000 Wisconsin Avenue, Suite 1000
Washington, DC 20007

From: Bill Orosz
Sent: Fri 8/1/2008 9:20 AM
To: Gruber, Timothy
Subject: Sequoyia

Hi Tim,

I was wondering if you could do me a favor. I will be visiting family over the weekend and can't make Monday's meeting. Could you pass on my views? I think I'm pretty in-sinc with the neighborhood (after talking to Bonnie). Entering the new building from Midvale is preferable to Caromar (slightly) so that people are less likely to use my lot for over flow. We have less than one stall per apartment so this is a big concern to our residents (60 units, 100+ people, 56 stalls).

The more important parking related issue is our residents concern that headlights should not come out of the underground parking and shine into their windows, which they would've under earlier plans. This is easily avoided by having traffic pull straight in from the street rather than turn off the street, round a bend, then go down into the parking (coming back out, this will shine lights in our windows). If they must pull in this way, all I would need is a nice brick wall to block the headlights.

My other big concern is water. I have spent many thousands of dollars trying to keep water out of basements. Even though I'm at the top of a hill, my building sits really low, and water is a constant battle (and the battle continues). Please make sure they don't run off anymore water onto my property, especially near my parking lot. When water hits the gravel under my parking lot, it flows easily towards my basements and then in. In addition to their runoff, their rain gardens really worry me. Adding to the water table, this close to my property will only make my problem worse. If they absolutely have to have a rain garden near me (I really hope they don't), the side near Caromar would probably be a little better (its lower, farther from me and possibly below my parking lot).

Thanks you so much for listening to my concerns, I would appreciate if you could pass these on to the Plan Commission?

Sincerely,
Bill Orosz
Owner – Midvale Heights Apartments

PLEASE CIRCULATE AND
RETURN TO TIM PARKS

Date: 3 August 2008
To: Plan Commission members
From: Chris Schmidt, Chair,
Westmorland Neighborhood Association
Planning and Development Committee (WNAPDC)
Re: Sequoya Commons Phase II

The WNAPDC has reviewed the materials submitted for Phase II of Sequoya Commons and has reached a consensus recommendation. We recommend that all Phase II traffic be directed to Midvale. Regarding the grade of the Midvale driveway, we feel that something between 5% and 12% could be chosen that would allow for year-round use of the driveway and, if possible, allow for the existence of some green space along the north side of the building. Such an option would also allow some balconies to be retained. The option of Phase II driveways to both Midvale and Caromar was seen as inferior by the majority of committee members, and the original proposal of a Phase II driveway on Caromar alone received no support whatsoever. As residents we recognize and are very familiar with the traffic issues of Midvale Blvd, but we feel that it is best that traffic be directed there rather than into the neighborhood.

The WNAPDC serves to review and address development issues affecting the Westmorland neighborhood and in that capacity we recommend that the Phase II driveway exit onto Midvale only, with a grade to be determined as the best balance between safety and green space.

Sincerely,
Chris Schmidt, Chair,
Westmorland Neighborhood Association Planning and Development Committee
(WNAPDC)

We have some drawings of our own to present. These were developed by a Westmorland resident, Mr. Earl Reichel, a retired registered professional engineer. These materials are in your packets along with more details than I will present.

First, Mr. Reichel has designed an interior garage entrance from Midvale into the underground parking. It is shown with a 5.33% grade and is 150' long. However that length could be lessened with a steeper grade. The advantages to an interior entrance are that it is not open to the elements and it preserves the maximum greenspace. The downside is that it would reduce the number of parking spaces and would impact some of the first floor apartments, as shown in your materials. Fewer apartments and parking spaces would be impacted with a shorter, steeper driveway.

The second drawing is an exterior driveway similar to the design Mr. Krupp proposed two years ago and again tonight, the length of which would be determined by the grade but we see no reason that it couldn't be anywhere between the 5% and 12% grades shown and discussed. Mr. Reichel varies the grade between 5% and 10% and comes in at 135 feet.

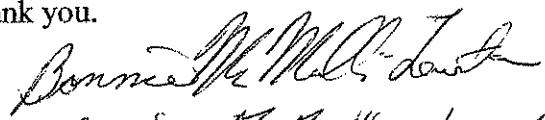
Regardless of the driveway length and retained greenspace, we strongly urge you to require that the raingarden be moved to the east side of the building. A north side raingarden immediately adjacent to a 2-3-4- story building will get almost no sun and is very likely to fail. Moving the raingarden to the east side will greatly improve the chances of success. It will also be a very attractive view for the Westmorland residents and will be symmetrical with the eastside raingarden of Phase I. In addition, Mr. Bill Orosz, owner of the Midvale Heights apartments has written to Alder Gruber and copied me, with a letter of his concerns about having a raingarden on the northside of the new development at a much higher elevation than his property. He deals with water issues on his parking lot and in his basement now because of the low elevation of his property, and is concerned about an increase in these problems if this is where the raingarden is positioned. We propose the raingarden on the terraced area of Mr. Krupp's site but provide an alternative on the city property between the sidewalk and the curb.

We find it interesting that Mr. Krupp is so concerned about the view from the northside apartments. While we would like to preserve as much greenspace on the site as possible for environmental reasons, I'd like to give you some perspective on the view from the building. When one stands at a window, one rarely looks straight down, but rather outward with an angle of view reasonable represented by a 45% angle both down and up. I have drawn this view in for each of the four levels on Mr. Krupp's drawing. As you can see only first floor has an angle of view that is on the S.C. site. Most of the view for all floors will be of the Midvale Heights Apartments site.

For the first 1/3 of the site from Midvale Blvd, that view will be of the Midvale Heights greenspace. For the remaining 2/3, it will be of the M.H. parking lot and building – more of the roof from the higher floors. I'm sorry this is relatively small and I will hand it over to be passed around if you'd like, but I took this photo 30' back from the lotline, on a two stair landing behind the existing retail. This is at a considerably lower elevation than the first floor of the new building will be but gives you a sense of the view of 2/3 of the north side residents.

Lastly, I present a letter from the Chair of the Westmorland Planning and Development Committee – who is on vacation in CA but who has monitored and worked on this project from there over the weekend – stating that the Committee supports a Midvale Blvd entrance with as much greenspace preserved as possible.

Thank you.


Bonnie McMillin-Lawton
8/04/08

Miriam Levinson
543 Chatham Terrace
Madison, WI 53711

August 4, 2008

Re: Sequoya Commons, Phase II

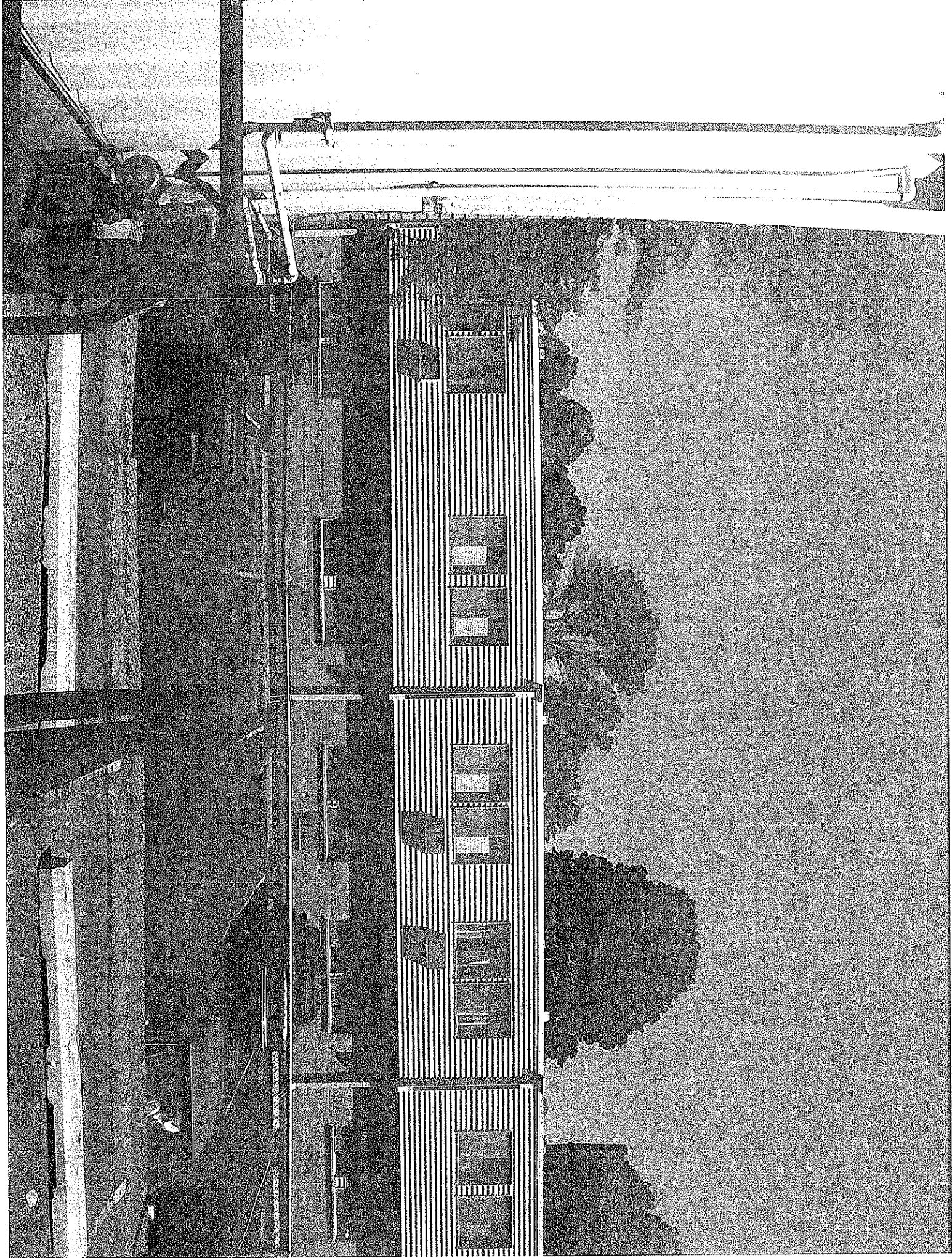
My main area of concern about this construction project remains pedestrian safety. Any Caromar Street garage entrance of the Phase II building is not acceptable. The intersection of Caromar and Owen is a major pedestrian approach to this project.

With additional occupied retail space and a larger library (already one of the busiest in the state), I anticipate that foot traffic to this area will only increase. The vehicular traffic generated by the 140 parking spaces in the underground parking for Phase II of Sequoya Commons will place an inappropriate burden on the residents of the Westmorland neighborhood.

When you cast your vote, please consider the wishes of the neighbors, who are major library and retail patrons. Make this a development that welcomes pedestrians. Please vote for the entrance to this development onto Midvale Blvd.

Sincerely,

Miriam Levinson



Sequoyia Commons Phase II
views of north
Medvale Heights apartments

30' from lot lines
standing of 2-step landing
behind current retail

Lower elevation than 1st flr windows
of new bldg.

This is the view of 2/3 of north side
residents of new S.C.