



PLANNING AND ZONING DEPARTMENT

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Date: February 14, 2019
To: Middleton Common Council
From: Mark Opitz, Assistant Planning Director
Re: **Revised GIP for “the Addison” development (PC File 2535)**

At the Feb. 5 meeting, the Council approved the first reading of the rezoning ordinance for “the Addison” project with the stipulation that the proposed 39-unit apartment building not exceed 35 feet or 3 stories. In response, developer Anthony Gray has submitted a revised GIP (see letter and site plans dated 2/13/19) for a 3-story building that maintains the same minimum building setbacks, maximum lot coverage, and maximum impervious surface as defined in the original GIP, but with the building shifted to the south and west, away from the northeast corner of the property. This shift will require the removal of the existing office building (formerly a single-family residence) and relocation of the main driveway from the west to the east side of the development site.

To reduce project costs, the developer no longer plans to construct below-ground parking, opting instead to provide 26 covered parking stalls on the first level of the building and 18 surface parking stalls, for a total of 44 parking stalls. In comparison, the previous plan called for 59 parking stalls inside the building and 5 surface parking stalls. Planning staff is comfortable with this reduction in parking based on the following rationale:

- There will be at least one parking stall for each dwelling unit, which is comparable to Madison’s requirement.
- University Ave. is served by Metro Transit every 30 to 60 minutes, 6 days per week.
- The site is proximate to a range of urban services located within a 5-minute walk.



The revised layout offers several benefits: a better-defined street edge along University Ave., surface parking behind the building, and the potential for full-access turns into and out of the driveway (subject to approval by engineering staff). Building and other site design details will be addressed as part of the Specific Implementation Plan. As was the case with the original building plan, the City will expect appropriate architectural detail on the façades adjoining the parking spaces on the first level so that there isn’t a monolithic wall facing adjoining properties.

In consultation with the city attorney, Planning staff have made the determination that the changes to the building placement on the lot and the increase in surface parking spaces do not necessitate that the developer resubmit his rezoning application because the changes are being made in response to public input and Council direction. The increase in surface parking spaces is directly linked to the reduction in the height of the building. Like any other ordinance, a zoning ordinance is subject to amendment during the review and approval process.

Therefore, Planning staff and the city administrator recommend that the Council grant final approval of the rezoning ordinance based on this revised GIP.