

CAPITOL ARCHITECTURE, LLC  
1205 RED TAIL DRIVE - VERONA, WI 53593

July 1, 2008

Ms. Kim Manley, Administrator  
Village of Cottage Grove  
221 E. Cottage Grove Road  
Cottage Grove, WI 53527

RE: Letter of Intent  
Cottage Grove Commons  
4590 Highway N  
Cottage Grove, WI 53527

The following is submitted together with the plans for staff, plan commission and council consideration of approval of the proposed development. We are requesting approval for the revised PUD-GDP only. PUD-PIP will be included at the next submittal.

**Owner:**

Duane Reed  
Metro Building Co., LLC  
Post Office Box 69  
Cottage Grove, WI 53527  
608-334-3830  
608-839-5664 Fax

**Site:**

Pete Fortlage  
Burse Surveying & Engineering  
1400 E. Washing Avenue, Ste. 158  
Madison, WI 53703  
608-250-9263  
608-250-9266 Fax  
[burse@chorus.net](mailto:burse@chorus.net)

**Engineer:**

**Architect:**

Richard B. Hiler  
Capitol Architecture, LLC  
1205 Red Tail Drive  
Verona, WI 53593  
608-845-8621  
608-848-1610 Fax  
[hilerarchitects@charter.net](mailto:hilerarchitects@charter.net)

**Landscape:**

Paul Bickett  
Olson-Wills Landscaping, Inc.  
4387 Schwartz Road  
Middleton, WI 53562  
608-827-9401  
608-827-9402 Fax  
[paul@olsonwills.com](mailto:paul@olsonwills.com)

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## Prelude

As a result of the PC meeting of June 13, 2008, with regard to the plan commission comments and neighbor concerns, we respectfully submit this revision. We have revised the plan with regard to the building setbacks, the site coverage, screening, the size of the retail building, open space, storm water management, etc.

The number of apartments has been reduced from 36 to 32, making the density more in line with other PC approved PUD projects in the village. We have revised the setbacks to meet or exceed the standard zoning requirements for NB and MR-12 zoning. We have revised the open space to meet the zoning standards. We have reflected the concerns of the fire chief in our new design with two (2) fire lanes, of which one will be a "grassed" fire lane meeting fire truck requirements. By consolidating the surface parking areas with the village requested cross-drive easement we have increased open space and created a more user-friendly relationship between the apartments and retail.

Per my discussion with Mr. Slavney, he has indicated that our new density is better than what has been approved on other projects in the village and that the village encourages closer setbacks for retail uses.

To keep the open space to village standards, we have incorporated underground parking for residents and therefore, request that the apartment buildings be (16) unit buildings.

The second floor of each apartment building has only (6) units, making it's appearance relatively small.

We have addressed the screening between this property and Bowers to the North with a 6' hi vinyl fence 180' long as discussed with Mr. Slavney (from the West property line to a point even with the West end of northly apartment building "A").

With regard to the row of pine trees along the south property line, we would like to retain them, but as has been pointed out, when a sidewalk is put in, the branches and roots will create a problem in keeping these trees, so we have eliminated them and created landscaping alternatives. If we can transplant any of these trees, we will do so.

In closing, we now ask only for exception to density of the apartments from (12) to (16.6) units per acre, and along with that, allowing for buildings larger than (8) unit

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buildings to (16) unit buildings. All other zoning standards have been met or exceeded. Being that this is a PUD project, we request the village to accept the exceptions and see that us "going back to the drawing boards" has created a great project for the village.

We request approval from the plan commission on the GDP level.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R B Hiler', with a stylized flourish at the end.

Richard B. Hiler, Architect

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## General

The site is located to the East of Hwy N and North of East School Road. The owner would like to develop a PUD project with mixed uses of light commercial retail and multi-family apartments. The owner has met with the village and they have some general agreement of this use meeting their master land use plan.

## Site and Building Architecture

The site is a natural buffer between the single family to the East and South and the Highway N to the West and future development to the North. The plan places two (2) parallel apartment buildings on the East half of the site with a north-south cross drive separating a retail building on the East half of the site.

We intend to provide housing and office options for the community with a neighborhood scale. Careful thought has been put into placement of buildings, height of buildings, location of parking and open spaces to create a project that will enhance the neighborhood. The building's exterior will be a combination of brick and vinyl siding in character with the adjacent neighbors. The site has several mature trees which will be saved and add to the buffering and screening to the adjacent properties. The majority of the parking will be underground and the surface parking will be screened by buildings and landscaping from the adjacent properties.

## Zoning

With the PUD zoning classification, the owner will create a project of substantial benefit to the community with a mixed use development of NB (neighborhood business) and MR-12 (multi-family residential-12). The owner realizes and we have designed this project with above the norm materials, landscaping, and planning concepts and therefore, requests only density and building size exceptions to the limits of MR-12 zoning standards and no exceptions to the NB standards.

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## Zoning Standards in Compliance or Exceeding Compliance

### Yard Setbacks

- A. Hwy N front yard per village engineer in PUD development at retail uses village encourages a setback closer to property line.  
**We provide 8' and 14' to building.**
- B. East School Road front yard - 25' required.  
**We provide 30'.**
- C. East property line rear yard - 30' required.  
**We provide 60'.**
- D. North property line side yard - 8' required.  
**We provide 20'.**

### Building Coverage (FAR)

Entire lot code allows 30% max.  
**We have 28%.**

### Building Heights

Code allows 35'  
**We have ± 28' at apartments.**  
**We have ± 17' at retail.**

### Parking

Apartments:  $\leq 2$  BR units require 2 spaces per unit x 32 = 64 required.  
**We have 73**  
Retail: Requires (1) space per 300 SF = 14 required.  
**We have 14.4**

### Retail (NB)

Allows 5,000 SF max. building size.  
**We have 4,320 SF**

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## Project Data

Lot Area =	101,250 SF	=	2.32 acres
Retail lot area =	17,280 SF	=	110'x157' 17% of total lot
Apartment lot area =	83,970 SF	=	83% of total lot
Gross building area =	28,623 SF	=	all buildings
Retail building area =	4,320 SF		
Apartment building area =	24,303 SF	=	(with community building)
Total apartment floor area =	38,563 SF	=	(all floors above grade)
Impervious surface area =	49,007 SF		ISR = 48.4%
Retail FAR		=	25%
Apartment FAR		=	28% coverage
Site LSR		=	48.4

## Dwelling Unit Mix

8	Type A	2 BR/2 BA + Loft
6	Type B	2 BR/2 BA
2	Type C	2 BR/1 BA
4	Type D	1 BR/1 BA
6	Type B.2	2 BR/2 BA + Loft
2	Type C.2	2 BR/2 BA + Loft
4	Type D.2	1 BR/1 BA + Loft
<hr/>		
32	Total Units	56 Total Bedrooms

## Parking

Total =	87 spaces
Retail Surface =	14
Apartments (68)	
Surface =	9
Garage =	64
Parking per D.U. =	2+

## Apartment Bike Parking (38)

Surface =	6
Garage =	32

Bike Parking per D.U. =	1.0+
Retail Bike Parking Surface =	12

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Tech Specs | Grasspave2 Brochure | Design Details | Project Profiles | Large Rolls | Installation (Flash)  
Data Sheet | Competitive Advantages | Material Safety | Hydrogrow | Roll Sizes | Sand Root Zone

FIRE  
LANE

## Grasspave<sup>2</sup>

### Porous (permeable, pervious) Pavement System

#### Description:

Grasspave<sup>2</sup> porous paving allows you to park, drive, walk, ride, or lounge on a beautiful grass surface. It performs the functions of asphalt or concrete pavement, but with the aesthetics of a lawn – all while enhancing the environment.

Grasspave<sup>2</sup> is a structure which provides incredible load bearing strength while protecting vegetation root systems from deadly compaction. High void spaces within the entire cross-section enable excellent root development, and storage capacity for rainfall from storm events. For example, a 13 inch cross-section (one inch Grasspave2 with sand and a 12 inch base course) can store 2.6 inches of water - 13 inches x approx. 20% void space). Stormwater is slowed in movement through and across Grasspave<sup>2</sup> surfaces, which deposits suspended sediment and increases time to discharge. Suspended pollutants and moderate amounts of engine oils are consumed by active soil bacteria, which are aided by the system's excellent oxygen exchange capacity.

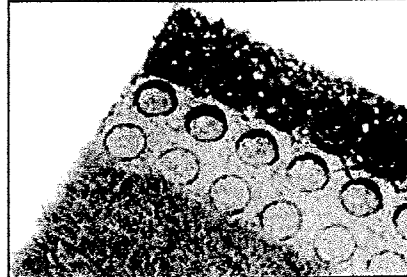
32 12 43 Flexible Porous Paving - 2004 CSI Master Format

#### Benefits of the Grasspave2 porous paving system:

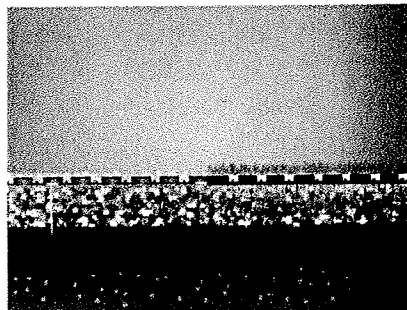
- Pervious Load Bearing Surface
- Stormwater Pollution Filtration and Treatment
- Airborne Dust Capture and Retention
- Heat Energy Reflection Reduction, "Cool" Surface
- Tree Growth within Parking Areas

#### Applications Include:

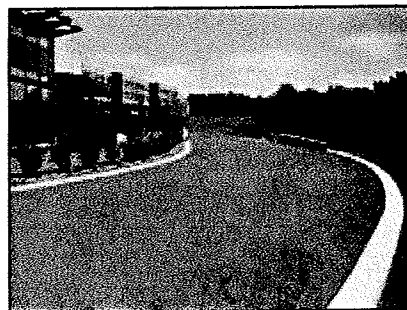
- Overflow Parking (see Parking Delineation)
- Fire lanes (see Delineation)
- Event Parking
- Grass ("green") Driveways
- Employee Parking



The Grasspave<sup>2</sup> porous pavement system is comprised of a sandy gravel base course, Hydrogrow polymer-fertilizer mixture, the Grasspave<sup>2</sup> ring and grid structure, sharp concrete sand, and grass seed or sod.



Watch our Video "Grasspave2 and Gravelpave2: A Better Solution!" Outlining the benefits of porous paving and permeable surfaces.



The Grasspave<sup>2</sup> porous pavement system was used at the Sabre Center in Grapevine, TX. Grasspave2 was used as a fire lane and green space. Grasspave2 helped Sabre earn LEED™ points. Find out how ISI products can earn multiple LEED™ points for your development.