

## AGENDA # 3

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: May 11, 2011
TITLE: 401 North Pleasant View Road – Amended PUD(GDP-SIP) for Thirteen Independent Living Units. 9 <sup>th</sup> Ald. Dist. (21686)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: May 11, 2011	ID NUMBER:

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Members present were: Marsha Rummel, Mark Smith, Dawn O’Kroley, Todd Barnett, Richard Slayton, R. Richard Wagner and Henry Lufler, Jr.

### SUMMARY:

At its meeting of May 11, 2011, the Urban Design Commission **GRANTED FINAL APPROVAL** of an Amended PUD(GDP-SIP) located at 401 North Pleasant View Road. Appearing on behalf of the project were J. Randy Bruce, representing Krupp Construction/Attic Angels; and Richard Carlson, representing The Bruce Company. Bruce presented revised plans for the Attic Angels property for more economical cottage homes. He addressed the Commission’s previous comments with an updated site plan showing rotated buildings to align with street frontage, minimized the amount of driveway in front of the buildings, and created more private open spaces in the back. In terms of the architecture, the intent has been to continue on with the existing architecture using similar details, materials and colors as with existing residential development. For this proposal they are seeking an increase in density to up to 148-units in one parcel and 100-units in the other parcel, with the increase in density coming in the height of the buildings. Carlson discussed the landscaping plan, making accommodations for more landscaping in areas where western sun hits or screening from traffic is needed. This also allows for enough space for tenants to plant their own perennials and still keeping the landscaping patterns and materials that already exist in this area. Slayton encouraged substitution of some of the shrubs with grasses and perennials. He doesn’t see the need to continue the planting belt around the buildings, but would like to see plantings moving out from the buildings to frame and enhance space around buildings. Barnett wondered about shifting the buildings a bit to get a better view of the landscaping and entry across from one another, as well as making mobility easier.

### ACTION:

On a motion by Barnett, seconded by Smith, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a unanimous vote of (6-0). The motion required the removal of diminutive shrubbery around buildings and replacement with grasses and perennials and elimination of the landscape belt around the building for the addition of trees, plants and shrubs that enhance the space around the buildings, including the alignment of driveways and entries with the opposing buildings.

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 6, 6.5, 6.5, 7 and 7.

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 401 North Pleasant View Road**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	-	-	-	-	-	-	-	6.5
	-	-	-	-	-	-	-	6.5
	6	7	6	-	-	6	7	7
	-	-	-	-	-	-	-	7
	5	6	5	-	-	6	-	6

General Comments:

- Solid work here.



Department of Public Works  
**City Engineering Division**

608 266 4751

Robert F. Phillips, P.E.  
Interim City Engineer

City-County Building, Room 115  
210 Martin Luther King, Jr. Boulevard  
Madison, Wisconsin 53703  
608 264 9275 FAX  
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**Principal Engineers**  
Michael R. Dalley, P.E.  
Christina M. Bachmann, P.E.  
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**Facilities & Sustainability**  
Jeanne E. Hoffman, Manager  
James C. Whitney, A.I.A.

**Operations Manager**  
Kathleen M. Cryan

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

**Financial Officer**  
Steven B. Danner-Rivers  
**Hydrogeologist**  
Brynn Bemis

March 4, 2010

Tom Martin  
Community Living Solutions, LLC  
PO Box 241  
Neenah, WI 54956

Mary Ann Drescher  
Prairie Point  
640 Junction Road  
Madison, WI 53717

Dear Mr. Martin and Ms. Drescher,

Thank you for meeting with City staff on March 1<sup>st</sup> to discuss your proposed project in the Attic Angels / Prairie Point development. City staff has met subsequent to that time to further discuss the infrastructure needs that would be required to continue the build out of this site.

As you know from previous meetings with staff, private developments such as this typically require a Development Agreement with the City for the completion of public infrastructure as necessary to support the plat and development. A surety for the completion of the improvements would be necessary and the developer would be required to construct the improvements as required by the City in the Development Agreement. These improvements are generally detailed as a condition of the development approvals, in this case a PUD and a subdivision plat. Understanding the state of the economy and the cost for the construction of the remaining roadway and utility infrastructure the City has agreed to provide an alternate method for the construction of the roadway to help lessen the immediate expenditures but will still provide a means for the infrastructure construction that fulfills the obligations of the Development.

The City is proposing that the remaining work be completed with two assessable projects. These projects will be phased in a way to allow for the earlier completion of the extension of Samuel Drive and the west leg of Elderberry Road from Samuel Drive to Pleasant View Road while a second phase would include the extension of Elderberry Road from Samuel Drive to connect to the existing Elderberry Road to the east.

If you decide to move forward with your development, the City proposes to design and construct the first phase of the assessable projects for street and public utilities in 2011. Since the project will likely be late in the 2011 construction season, it's likely that no payment of the special assessment will be due until 2012. The City's standard assessment policy typically allows for an eight year installment plan for the assessments at the current interest rate, which is currently 3.5% interest per annum. A request may be granted to allow a fifteen year installment plan at the current interest rate, if approved by the Board of Public Works.

The second phase of the assessable project to construct the remaining portion of Elderberry Road to the east would occur at a future date. That date would be at the request of the development or no later than 2015. The City would still retain the right to construct the improvements earlier than 2015 if it is deemed

necessary to serve adjacent developments, although there is no adjacent development plans known to the City at this time. Both of the assessment districts will be approved at the same time to allow for the assessments to establish.

The Developer would still be required to coordinate and install the private utilities that would serve this site and to provide mass grading of the lots prior to the roadway construction.

If you have any questions on this issue, please feel free to contact me at 266-4090 or Janet Dailey at 261-9688 to discuss further.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert F. Phillips", written over a horizontal line.

Robert F. Phillips, P.E., Interim City Engineer

RFP:jd

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Cc: Brad Murphy, Planning  
David Dryer, Traffic Engineering  
Ray Harmon, Mayor's Office  
Christy Bachmann, City Engineering

## Parks, Timothy

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**From:** robert gake [robertgake@tds.net]  
**Sent:** Friday, May 27, 2011 4:04 PM  
**To:** Parks, Timothy  
**Cc:** debradahlke@tds.net  
**Subject:** FW: Traffic Management at Elderberry Rd. / Pleasant View Rd. Intersection  
**Attachments:** image002.gif

Tim,

This is our message that we sent to engineering regarding our request for a roundabout at Elderberry and Pleasant View Rd.

Thank you,

Robert

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**From:** McCormick, Dan [mailto:DMcCormick@cityofmadison.com]  
**Sent:** Wednesday, May 25, 2011 9:58 AM  
**To:** 'robert gake'  
**Cc:** Dryer, David; Phillips, Rob  
**Subject:** RE: Traffic Management at Elderberry Rd. / Pleasant View Rd. Intersection

Dear Mr. Gake,

Thank you for your comments. I am passing them along to the City Engineer and City Traffic Engineer.

Regards,

Dan McCormick

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**From:** robert gake [mailto:robertgake@tds.net]  
**Sent:** Tuesday, May 24, 2011 11:04 AM  
**To:** McCormick, Dan  
**Subject:** Traffic Management at Elderberry Rd. / Pleasant View Rd. Intersection

Mr. McCormick,

This message is to draw your attention to an intersection that we believe is in need of a roundabout plan. My wife Debra Dahlke and I fully support the work on CTH M, we believe it will improve safety and traffic flow at Pleasant View and Mineral Point Rd.

However, an intersection nearby at Pleasant View and Elderberry Rd would also benefit from one. Over the past five years the volume of traffic has certainly increased along Elderberry and at this intersection.

In addition various factors will increase the traffic flow:

- Completion of the CTH M project
- 40 acre subdivision is currently under construction along Elderberry Rd. to the west.
- Completion of Attic Angels along Pleasant View and Elderberry Rd.
- Connecting Elderberry Rd from Madison to the east to Pleasant View.

A roundabout will:

1. Reduce the danger, that exists now of a T-bone car collision and possible fatality.  
Reduce the backup of vehicles waiting at the intersection.

2. Environmentally, a roundabout will:
  - Reduce emissions by limiting excessive braking and accelerating that would occur with a signaled intersection.
  - Reduce light pollution that would occur with traffic signals.
  - Reduce the traffic sound of braking and accelerating versus a signaled intersection.
3. In addition, we believe that a roundabout will reduce maintenance costs to the City by eliminating traffic lights, controls and switchgear.

We do not believe stop signs on Elderberry Rd. is a good solution to safely manage traffic flow.  
Nor would traffic signals improve safety, the management of traffic nor the quality of life in this area.

I would be happy to discuss with traffic engineering or help in any way to assist in this matter.

Thank you,

Robert Gake & Debra Dahlke  
7117 Elderberry Road  
833-4440