

AGENDA # 13

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: December 7, 2011

TITLE: 3210 Maple Grove Drive – PUD(GDP-SIP) for Four Apartment Buildings with 106 Total Units. 7th Ald. Dist. (24692)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: December 7, 2011

ID NUMBER:

Members present were: Richard Wagner, Marsha Rummel, Dawn O’Kroley, Todd Barnett, Richard Slayton, and John Harrington.

SUMMARY:

At its meeting of December 7, 2011, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(GDP-SIP) located at 3210 Maple Grove Drive. Appearing on behalf of the project was Donald Schroeder, representing TR McKenzie. Appearing in support and available to answer questions was Randy Bruce. This SIP phase of the project would include four apartment buildings. Originally it was approved for a 2-story, and 3-story apartment buildings; they have revamped that to include two 2-story buildings and two 3-story buildings, losing four units. Color schemes will match but massing will vary. Simulated stone materials are proposed with lighter trim color.

Comments from the Commission were as follows:

- Clearly your design is way ahead of what is next door. Something about this project and use of the dormers and gables, taking the same design and adding or subtracting a story, that doesn’t work. They need to be a little different. Those dormers are pretty big, pretty long.
- You’re taking a large mass at the bottom and topping it with a lighter, cheaper material. Go with a solid building sided all the way down; smart side or fiber cement.
 - The client isn’t a fan of smart siding or fiber cement.
- Because you have an opportunity with these buildings that are climbing up the hill, you should also architecturally look at the opportunity to better address Maple Grove Drive instead of three repeat forms. Particularly the roof form and massing.

ACTION:

On a motion by Slayton, seconded by Rummel, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (5-0).

The motion required the following:

- No vinyl materials.

- The dormers should be lowered from the ridge line slightly.
- Determine final materials on the roof.
- Look at balconies.
- Provide for differentiation between the buildings beyond the dormer treatment, and a connection between the three 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 rating for this project is 5.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 3210 Maple Grove Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	-	-	-	-	-	-	-	5
	5	4	3	-	-	6	4	-

General Comments:

- No vinyl siding – look at topography of Maple Grove and relation to street.
- No vinyl.



Traffic Engineering and Parking Divisions

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December 8, 2011

Rev: January 5, 2012

TO: Plan Commission

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

SUBJECT: **3210 Maple Grove Drive – Rezoning – PUD (GDP) to PUD (SIP) – Construct 106 Apartments in 4 Buildings**

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. The related GDP and CSM has not yet been approved for this SIP. Prior to approval of this SIP, the GDP and CSM will need to be approved according to the City's approval. See City Letter dated March 3, 2010.
2. The applicant shall be required to modify site plans as approved by the Plan Commission and Common Council for the PUD-GDP and CSM. In addition, the applicant will need to complete all outstanding conditions as approved for PUD-GDP and CSM, including any subdivision contract and financial requirements and obligations.
3. As noted with the GDP and CSM, the applicant shall dedicate additional right-of-way along Maple Grove Drive frontage beginning from the southerly right-of-way line of McKee Road southerly along the westerly right-of-way line through and past the proposed driveway approach for Mader Drive (Private Street). This dedication is required for the orderly development of this land use and to provide transportation accommodations to serve this development. The exact dedication and street improvement requirements shall be reviewed and approved by the City Traffic Engineer. The applicant shall provide this dedication prior to approval of PUD-SIP.
4. The developer shall enter into a subdivision contract and make improvements to Maple Grove Drive and McKee Road (C.T.K. PD), as determined by the City Traffic Engineer and City Engineer. The applicant shall provide this dedication prior to approval of PUD-SIP.
5. The applicant shall be responsible for securing all proper permits and approvals from any municipality or government unit having jurisdiction with the project. In particular, the applicant shall contact Dane County Highway, with site plans sets for review and approval. The applicant shall return a set of site plans or letter with Dane County Hwy approved copies to the City of Madison Traffic Engineering Division.

6. The applicant shall modify the Maple Grove Drive proposed approach according to M.G.O. A special design "Street Type Entrance" at McKee Road will need to be designed and reviewed and approved by the Traffic Engineering staff.
7. The applicant shall modify the McKee Road curb cut to a Class 3 driveway approach to accommodate right-in and right-out approach. In addition, the applicant shall secure approach approval from Dane County prior to sign-off of PUD-SIP.

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

8. None (at this time).

Please contact Arthur Ross, City Traffic Engineering at 266-4761 if you have questions regarding the above items:

GENERAL OR STANDARD REVIEW COMMENTS

In addition, the following General or Standard Review Comments are in accordance to M.G.O.:

9. When the applicant submits final plans of one contiguous plan 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, showing all easements, all pavement markings, building placement, and stalls, existing and proposed driveway approaches and 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'.
10. The applicant shall note on the PUD (GDP) "Mader Drive (Private Street)", when submitted for PUD (SIP) approval. The applicant shall note the following for private street signs.

The applicant shall install private street name and other signs that comply with Madison General ordinances 10.34(3). The applicant shall show detail drawing of signs and installation that comply with M.G.O.

- a. Sign Installation. Street name signs shall be installed five (5) feet behind the property line on private property on the right hand side of the private street approach to the public street. Signs may be mounted on wood posts, drive posts or on two (2) inch (I.D.) steel pipe mounted on a concrete stub buried in the ground. At all private-public street intersections, the property owner shall install and maintain a regulation stop sign (minimum 24" x 24") and a "Private Drive" sign (minimum 18" x 18") mounted on the street name sign post seven (7) feet above ground (measured to the bottom of the sign). Street name signs shall be mounted no less than nine (9) feet, nor more than ten (10) feet above ground (measured to the bottom of the sign).

11. All existing driveway approaches on which are to be abandoned shall be removed and

replaced with curb and gutter and noted on the plan. I

12. The applicant will need to submit a copy of plat, CSM or recorded easements to accommodate access.
13. The applicant will need to submit a pavement marking and signage plan to be review and approved by Traffic Engineering staff for the PUD (GDP-SIP) submittal. 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.
14. The attached Traffic Signal/Street Light declaration of conditions and covenants shall be executed and returned with Plat or CSM submittal. The development shall acknowledge on their proportionate share of traffic signal assessments. The development shall further agree in writing to not oppose their proportionate share of the traffic signal assessments as part of the City's Special Assessment districts for traffic signals.
15. 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.
16. 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:

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Email: rbruce@knothebruce.com

DCD: DJM: dm