

AGENDA # 2

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: June 20, 2018

TITLE: 5501 Spring Tide Way – New
Development of 169 Apartments in a
Series of Two to Three-Story Buildings
with Underground Parking. 17th Ald. Dist.
(46187)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Janine Glaeser, Secretary

ADOPTED:

POF:

DATED: June 20, 2018

ID NUMBER:

Members present: Richard Wagner, Chair; Rafeeq Asad, Lois Braun-Oddo, Cliff Goodhart, Tom DeChant, Christian Harper and Michael Rosenblum.

SUMMARY:

At its meeting of June 20, 2018, the Urban Design Commission **GRANTED FINAL APPROVAL** of design progressions to a new development located at 5501 Spring Tide Way. Registered and speaking in support was Greg Held, representing Grosse, Hanzel & Simon. The original layout shows a considerable amount of dense vegetation along City View Drive, with Copart Auto Salvage on the other side. Held presented the design changes, reflecting the original site layout compared to the updated site layout. When the City began improving City View Drive, they ended up with a perfect view of the auto salvage yard. The entire lot is now filled with cars. They reduced the number of units facing City View Drive and met with City staff to revise the site layout. They cannot berm the site edge facing City View Drive due to limited space between the buildings and the street; they will increase landscaping along the street. The architecture and colors are still the same. City View Drive street view was shown to address staff comments as to what the elevation will look like.

Comments and questions from the Commission were as follows:

- What is the difference in surface parking count from original to new?
 - The ratios are similar, one less unit on the site overall.
- Were the parallel stalls on the street necessary? I'm wondering how the counts work out.
 - It should be a one-to-one count.
- What is the ratio?
 - 1.5 stalls per unit. 20 is the replacement to what moved with the roadway. We tried to keep as much distance from the street as possible but couldn't get any more stalls.
- For City streets, we encourage canopy trees. I don't see any on the private street. Can you get some larger shade trees along there? Some smaller trees could be replaced with canopy trees.
 - That would be fine.
- Off the south property line and west, there are four Ginkgo Bilobas that seem to open a view into the parking stalls. Is there a way to position the trees and add more landscaping to hide that view?
Rearrangement on the south side would hide the parking.

- On the original we had some courtyards here, but if you'd like to see more landscaping in this area we can do that.
- Canopy trees – the ones listed are slowest growing. It will be awhile before they have a presence.
 - We will make note of that.
- I have a question about the staff memo. The Traffic memo is encouraging the driveway to be closer to Building #6.
 - The owners wanted us to work that out with Traffic. The distance to corner is 200 feet. Staff would like to see it come straight through here, but the owner likes it as is. We were hoping to work this out with Traffic. It could soften a bit.
- If the street did go straight in front of Building #6 it would have a more urban feel and you could do something meaningful in the “L” with Building #4. You have two half-way triangular spaces, if Traffic insists maybe there's an opportunity to do something in the open space.
 - The owner thought it would help the views from the units, the landscape would help soften the view.
- What the owners prefer and what Traffic prefers, usually comes out in favor of Traffic Engineering. If Traffic prevails there's an opportunity to do something in that square area.
- The greenspace is pretty chopped up.
- You could pull the road slightly south and create a little buffer with landscaping to help Building #6, so the road isn't against the sidewalk.
- What's the expected demographic?
 - They're planning for kids and dogs.
- That comes back to usable greenspace, a yard.
 - There is a park just to the northeast. We do have recreational facilities across the street, a clubhouse and a pool.

ACTION:

On a motion by Goodhart, seconded by DeChant, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion passed on a vote of (6-0).

The motion was approved with additional canopy trees and green area along the parallel parking aisle, as well as if Traffic Engineering moves the drive to work out the landscaping plan with staff.