



PREPARED FOR THE URBAN DESIGN COMMISSION AND PLAN COMMISSION

Project Address: 301 and 302 Samuel Drive
Application Type: Planned Development (PD) District – General Development Plan to Specific Implementation Plan
Legistar File ID # [33848](#)
Prepared By: Timothy M. Parks, Planning Division
Report includes comments from other City agencies, as noted.

Summary

Applicant: Craig Enzenroth, Gallina Corporation; 101 E. Main Street; Mount Horeb.

Agent: J. Randy Bruce, Knothe & Bruce Architects, LLC; 7601 University Avenue, Suite 201; Middleton.

Property Owner: Attic Angel Prairie Point; 640 Junction Road; Madison.

Requested Actions: Approval of a Planned Development–Specific Implementation Plan to allow construction of a 174-unit apartment complex at 302 Samuel Drive and a two-family twin residence at 301 Samuel Drive.

Proposal Summary: The proposed specific implementation plan calls for the construction of 2 four-story multi-family buildings to be connected by a two-story central “community center” above a level of underground parking on a 4.23-acre parcel addressed as 302 Samuel drive, which is located on the north side of Elderberry Road between N. Pleasant View Road and Samuel Drive. Construction of the apartment development will commence this summer, with completion anticipated by late summer of 2015. On the east side of Samuel Drive, 301 Samuel Drive will be developed with a two-family twin residence similar in character to the other two- and three-family residences developed in the Attic Angels Prairie Point development. Construction of the two-family building will commence in fall 2014.

Applicable Regulations & Standards: Section 28.182 of the Zoning Code provides the process for zoning map amendments. The approval process and standards for Planned Development districts is outlined in Section 28.098 of the Zoning Code.

Review Required By: Urban Design Commission, Plan Commission and Common Council.

Summary Recommendation: The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00129, rezoning 301 and 302 Samuel Drive from PD(GDP) to PD(SIP), to the Common Council with a recommendation of **approval**, subject to input at the public hearing and the conditions from reviewing agencies beginning on page 4 of this report.

Background Information

Parcel Location: The subject sites comprise 4.6 acres of land located on both sides of Samuel Drive at Elderberry Road, Aldermanic District 9 (Skidmore); Madison Metropolitan School District.

Existing Conditions and Land Use: The subject sites are currently undeveloped, zoned PD (Planned Development District).

Surrounding Land Uses and Zoning: The subject sites are generally bordered on the north by single-, two- and multi-family residences in the Attic Angels Prairie Point Planned Development. The properties generally west of the site across N. Pleasant View Road and to the south across Elderberry Road are undeveloped agricultural lands owned by the University of Wisconsin–Madison in A (Agricultural District) zoning, while the land adjacent to the proposed two-family twin site is a City-owned greenway. Junction Ridge Park and an undeveloped outlot planned for additional multi-family housing in the Attic Angels Prairie Point Planned Development are located further to the east.

Adopted Land Use Plans: The Comprehensive Plan identifies the subject site and Attic Angels-Prairie Point development for Low-Density Residential uses.

The Junction Neighborhood Development Plan recommends that most of the Attic Angels-Prairie Point development be developed with low-density residential uses including both subject sites.

Zoning Summary: Both properties will be zoned PD(SIP) with this request. The projects will be reviewed in the following sections.

Other Critical Zoning Items	
Yes:	Urban Design (PD zoning), Utility Easements, Barrier Free
No:	Floodplain, Wellhead Protection, Waterfront Development, Landmark, Adjacent to a Park
<i>Prepared by: Pat Anderson, Asst. Zoning Administrator</i>	

Environmental Corridor Status: The subject properties are not located within a mapped environmental corridor, though the City-owned greenway adjacent to 301 Samuel Drive is identified as public land and is located in an environmental corridor (see Map B8).

Public Utilities and Services: The subject sites are served by a full range of urban services except Metro Transit service, which currently does not operate west of Junction Road.

Previous Approvals

On February 20, 2001, the Common Council approved a request to rezone 53.9 acres of land located at 401 Pleasant View Road from Temp. A (Agriculture District) to PUD-GDP [1966 Zoning Code] and the preliminary plat of the Prairie Point subdivision to allow the future construction of 319 age-restricted residential units comprised of 13 single-family residences, 82 two-family residential units, 24 three-family residential units, 200 multi-family residential units on 2 sites and a standalone community room building. The approved and recorded general development plan included notes required as conditions of approval by the City Engineering, Traffic Engineering and Planning divisions requiring that Attic Angels acquire and dedicate all of the right of way and grading easements necessary for the extension of Elderberry Road across the southern edge of the site. Attic Angels was also responsible for the construction of Elderberry Road at such time as either of the two multi-family structures proposed to abut Elderberry were constructed. The approval of the Prairie Point age-restricted community, which is operated by a non-profit entity, also required the approval and execution of an agreement between the City and Attic Angels regarding payments in lieu of taxes (PILOTs) for the Prairie Point Planned Development.

On May 15, 2001, the Common Council approved the final plat of Prairie Point, creating 8 lots for the first phase of residential development, 1 outlot for future multi-family development, 1 outlot for the future construction of 2 duplexes, 1 outlot for a City-owned stormwater management greenway and 1 outlot for public parkland, and a

rezoning to PUD-SIP for 59 residential units including 13 single-family residences, 40 two-family residential units and 6 three-family residential units. The plat was recorded in September 2001.

On June 2, 2004, the Common Council approved a rezoning to PUD-SIP and the final plat of Prairie Point-Phase 2, creating 25 lots for the second phase of residential development, including 1 single-family residence and 48 two-family residential units. The plat was recorded in December 2004.

On June 21, 2011, the Common Council approved a request to rezone property generally addressed as 401 N. Pleasant View Road from PUD-GDP to Amended PUD-GDP and PUD-SIP to increase the density of 2 sites for future multi-family development and to allow construction of 13 townhouse units in 3 buildings on the property immediately north of the 302 Samuel Drive.

On February 5, 2013, the Common Council approved a request to amend the general development plan for Attic Angels Prairie Point to increase the permitted density for two multi-family building sites located at 302 Samuel Drive and 8552 Elderberry Drive to 250 total units and to remove the four-story height limitation previously approved.

Project Description

The applicant, Gallina Corporation, is requesting approval of a specific implementation plan to allow construction of the 174-unit "Tuscany Apartments" complex on a 4.23-acre parcel addressed as 302 Samuel Drive that is located on the north side of Elderberry Road between N. Pleasant View Road and Samuel Drive. The complex will consist of 2 four-story, 87-unit buildings that will be connected by a two-story community amenities building to serve the development. A pool and deck for residents of the complex is proposed west of the proposed amenities building. The specific implementation plan also includes final plans for a one-story two-family twin residence to be constructed on a 0.36-acre lot addressed as 301 Samuel Drive, which the letter of intent indicates will be constructed consistent with the other one-story single-, two- and multi-family units developed elsewhere in the Attic Angels Prairie Point development.

The 174 units proposed on the larger site will consist of 10 efficiencies, 104 one-bedroom units and 60 two-bedroom units. The courtyard formed by the 2 L-shaped apartment buildings and central amenities building will be occupied by a 60-stall surface parking lot; a second 43-stall surface lot is proposed between the north wall of the northern 87-unit residential building and property line shared with a nine-unit townhouse complex constructed in 2011-2012. Parking for 174 automobiles will be provided in garages to be located below each building that will not be connected to each other. Access to the garage below the northern building will be provided from an entrance from the 43-stall surface lot, while the garage to the southern building will be accessed from Samuel Drive. No driveway access to N. Pleasant View Road is allowed by plat restriction.

The design of the proposed apartment complex has been influenced by northern Italian architecture and will feature prominent expanses of brick contrasted with light-colored EIFS. While the majority of the 2 residential buildings will stand 4 stories in height, both buildings will include three-story sections intended to step the masses down toward the central parking courtyard and amenities building. Primary entrances to both buildings will be provided from the central courtyard, though secondary entrances are shown facing Samuel Drive. First floor units on the south side of the southern building facing Elderberry Road will include entrances connected to the public sidewalk. Due to the presence of high-tension overhead transmission lines located in a 40-foot wide utility easement and platted building setback along N. Pleasant View Road, the applicant has chosen not to orient the complex to that future arterial street, although all of the first floor units located on the west side of

both buildings will include walk-out patios onto a well-landscaped area between the complex and western property line.

Analysis and Conclusion

The Planning Division believes that the proposed specific implementation plan can meet the criteria for Planned Development Districts. The proposed projects are generally well designed and should complement the remainder of the Attic Angels Prairie Point Planned Development. The proposed 174-unit apartment complex on the west side of Samuel Drive is consistent with the density approved in the general development plan as amended in 2011 and 2013, which calls for a total of 250 multi-family units to be constructed on the 302 Samuel Drive property and a 2.3-acre outlot addressed as 8552 Elderberry Road that is located east of the subject sites and City-owned greenway on an as of yet un-built section of Elderberry Road. Following approval of this specific implementation plan, 76 of the 250 approved units will remain to be developed on the second multi-family property to the east without requiring a major alteration to the Attic Angels Prairie Point PD(GDP).

Recommendation

Planning Division Recommendation (Contact Timothy M. Parks, 261-9632)

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 28.022–00129, rezoning 301 and 302 Samuel Drive from PD(GDP) to PD(SIP), to the Common Council with a recommendation of **approval** subject to input at the public hearing, the following Planning Division condition(s) and the conditions from reviewing agencies:

1. The zoning text shall be revised for final Planning Division approval prior to recording and the issuance of building permits as follows:
 - 1a. Revise the Signage section to state that signage shall be limited to the maximum permitted in the TR-V2 zoning district and as approved by the Urban Design Commission or its secretary, and the Zoning Administrator;
 - 1b. The family definition shall be revised to the TR-V2 district for the apartment building at 302 Samuel Drive and be further revised to the SR-C3 district for the two-family twin residence at 301 Samuel Drive.

The following conditions have been submitted by reviewing agencies:

City Engineering Division (Contact Janet Schmidt, 261-9688)

2. The south 87-unit building shall have a base address of 302 Samuel Drive. The north 87-unit building shall have a base address of 318 Samuel Drive. The center section with office and community room/pool shall have a base address of 310 Samuel Drive. The south section of the duplex is assigned an address of 301 Samuel Drive. The north section of the duplex is assigned an address of 303 Samuel Drive.
3. The site plan shall identify lot and block numbers of recorded Certified Survey Map or plat.
4. In accordance with 10.34 MGO, Street Numbers, submit a PDF of each floorplan to Lori Zenchenko (lzenchenko@cityofmadison.com) at Engineering-Mapping so that a preliminary interior addressing plan can be developed. If there are any changes pertaining to the location of a unit, the deletion or addition of a unit,

or to the location of the entrance into any unit, (before, during or after construction) the addresses may need to be changed. The interior address plan is subject to the review and approval of the Fire Marshal.

5. The applicant shall replace all sidewalk and curb and gutter that abuts the property that is damaged by the construction, or any sidewalk and curb and gutter, which the City Engineer determines needs to be replaced because it is not at a desirable grade, regardless of whether the condition existed prior to beginning construction.
6. All work in the public right of way shall be performed by a City-licensed contractor.
7. All damage to the pavement on N. Pleasant View Road, Samuel Drive and Elderberry Road adjacent to this development shall be restored in accordance with the City's Pavement Patching Criteria.
8. The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
9. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
10. Effective January 1, 2010, the Wisconsin Department of Commerce's authority to permit commercial sites for stormwater and erosion control has been transferred to the Wisconsin Department of Natural Resources (WDNR). As this site is greater than one acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the WDNR prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Contact Eric Rortvedt of the WDNR at 273-5612 to discuss this requirement. The City of Madison cannot issue an erosion control and stormwater management permit until concurrence is obtained from the WDNR.
11. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to: detain the 2- and 10-year storm events; provide infiltration in accordance with Chapter 37 of MGO; control 80% TSS (5 micron particle) off of new paved surfaces, and; complete an erosion control plan and complete weekly self-inspection of the erosion control practices and post these inspections to the City of Madison website as required by Chapter 37 of MGO.
12. The applicant shall submit, prior to plan sign-off, digital CAD files to the Land Records Coordinator in the City Engineering Division. (Lori Zenchenko) lzenchenko@cityofmadison.com. The digital copies shall be drawn to scale and represent final construction including: building footprints, internal walkway areas, internal site parking areas, lot lines/ numbers/ dimensions, street names, and other miscellaneous impervious areas. All other levels (contours, elevations, etc.) are not to be included with this file submittal. E-mail file transmissions are preferred. The digital CAD file shall be to scale and represent final construction. Any changes or additions to the location of the building, sidewalks, parking/pavement during construction will require a new CAD file. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format. Please include the site address in this transmittal.

13. The applicant shall submit, prior to plan sign-off, digital PDF files to the City Engineering Division. The digital copies shall be to scale, shall have a scale bar on the plan set, and shall contain the following items: building footprints; internal walkway areas; internal site parking areas; lot lines and right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).
14. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management File including: SLAMM DAT files; RECARGA files; TR-55/HYDROCAD/etc., and; sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.
15. All outstanding Madison Metropolitan Sewerage District (MMSD) are due and payable prior City Engineering Division sign-off, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Janet Schmidt (261-9688) to obtain the final MMSD billing a minimum of 2 working days prior to requesting City Engineering Division signoff.
16. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
17. The site plan shall be revised to show all existing public sanitary sewer facilities in the project area as well as the size, invert elevation, and alignment of the proposed service.

Traffic Engineering Division (Contact Eric Halvorson, 266-6527)

18. The elevator and trash area is in the drive isle / backup space and may need to be relocated as a result of a conflict with the backup space. The applicant shall maintain a minimum backup of 23 feet if using one-size-fits all or 24 feet if using medium and large car parking design standards.
19. Underground parking layout is irregular; add markings to assist drivers to keep their vehicles on the appropriate side of the drive aisle.
20. The applicant shall submit one contiguous plan showing proposed conditions and one contiguous plan showing existing conditions for approval. The plan drawings shall be scaled to 1" = 20' and include the following, when applicable: existing and proposed property lines; parcel addresses; all easements; pavement markings; signing; building placement; items in the terrace such as signs, street light poles, hydrants; surface types such as asphalt, concrete, grass, sidewalk; driveway approaches, including those adjacent to and across street from the project lot location; parking stall dimensions, including 2 feet of vehicle overhang; drive aisle dimensions; semitrailer movement and vehicle routes; dimensions of radii; and percent of slope.
21. The developer shall post a security deposit prior to the start of development. In the event that modifications need to be made to any City-owned and/or maintained traffic signals, street lighting, signing, pavement marking and conduit/handholes, the developer shall reimburse the City for all associated costs including engineering, labor and materials for both temporary and permanent installations.
22. The City Traffic Engineer may require public signing and marking related to the development; the developer shall be financially responsible for such signing and marking.
23. All parking facility design shall conform to the standards in MGO Section 10.08(6).

Zoning Administrator (Contact Pat Anderson, 266-5978)

24. Provide the minimum bike parking spaces for each building distributed as both *Short Term* and *Long Term* bicycle parking, as required per Sections 28.141(4) and 28.141(11) of the Zoning Code. Provide a detail of the bike rack design, including any wall mounts. Note: Current code requires a maximum of 25% (44) of the bike parking spaces may be structured bike parking (wall-mount or stacked). Call out and dimension the required stalls as well as the access aisle on the final plan. Note: A bike-parking stall is 2 feet by 6 feet with a 5-foot access area.

Fire Department (Contact Bill Sullivan, 261-9658)

25. The Madison Fire Department does not object to this proposal provided that the project complies with all applicable fire codes and ordinances. For [301 Samuel Drive], Madison Fire Department recommends the installation of a residential fire sprinkler system in accordance with NFPA 13D and SPS 382.40(3)(e).

Water Utility (Contact Dennis Cawley, 261-9243)

26. All operating private wells shall be identified and permitted by the Madison Water Utility and all unused private wells shall be abandoned in accordance with MGO Sec. 13.21.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not provide comments for this request.

Parks Division (Contact Kay Rutledge, 266-4714)

27. Park impact fees (comprised of the Park Development Impact Fee per MGO Sec. 20.08(2) and the Parkland Impact Fee in lieu of land dedication per MGO Sec. 16.23(8)(f) and 20.08(6)) will be required for all new residential development. The developer must select a method for payment of park fees before signoff on the rezoning. This development is within the Far West park impact fee district (SI30). Please reference ID# 01114.3 when contacting Parks Division staff about this project.

28. Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right of way. Permission for such activities must be obtained from the City Forester, 266-4816.