

City of Madison, Wisconsin

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| REPORT OF: URBAN DESIGN COMMISSION | PRESENTED: December 11, 2019 |
| TITLE: 8137 Mayo Drive, 1833, 1859 Waldorf Boulevard, 8134, 8110 Mid-Town Road, 1902 Carns Drive – New Development of Three Residential Buildings with 270 Total Units. 9 th Ald. Dist. (58530) | REFERRED: REREFERRED: REPORTED BACK: |
| AUTHOR: Janine Glaeser, Secretary | ADOPTED: POF: |
| DATED: December 11, 2019 | ID NUMBER: |

Members present were: Cliff Goodhart, Chair; Lois Braun-Oddo, Christian Harper, Jessica Klehr, Tom DeChant, Craig Weisensel, Rafeeq Asad, Syed Abbas and Shane Bernau.

SUMMARY:

At its meeting of December 11, 2019, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for new development located at 8137 Mayo Drive, 1833, 1859 Waldorf Boulevard, 8134, 8110 Mid-Town Road, and 1902 Carns Drive. Registered and speaking in support were Rick Wessling, representing Urban Works Architecture; Alex Padinos and Katie Hughes. Registered in support and available to answer questions was Justin Zampardi, representing JCAP Real Estate. The team reviewed the site context, layout and adjacent buildings. Three buildings are proposed in phases with amenities. There is a lot of different topography on the site. Building 2 is proposed for retail at 4,000 square feet. Building 3 had a bit of terracing with garage entry on the lower level, and an elevated surface lot. Building orientation and scale at the street level was shown. They have captured balconies in brick, where louvers will be installed on the returns. In fiber cement in limited areas on the outer façades they have hung balconies with louvers. The walk-up units help the pedestrian scale around the building.

The Commission discussed the following:

- It looks nice, there’s a lot of restraint in both the site layout and architecture. As the landscape develops, I hope it doesn’t become this swoopy bedline very much like the organization and cleanliness you have here.
- I’m glad you didn’t follow too closely the examples you showed. This is wonderful. It’s a good use of grade and when you’re on Waldorf looking east, is there a big retaining wall behind the truck?
 - Yes this is the elevated parking here. This would be a retaining wall through here because there’s about 20-feet in grade change.
- I like how you did the parking entries, it works well.
 - Retail is tough in this location right now, we’re struggling to find interest in this space. When we come back we can give you more details on our efforts and what kind of success we have. We may ask you to let us off the mat on that. We put double class retail, but if we aren’t able to rent

that space we become a real drag to the neighborhood; I would rather put amenities there, or walk-out units that activated the streets more, than have empty retail.

- I think the architecture is much better than the context photos you showed. The entrance to the underground parking off of Mid-Town, it's a large amount of paving. Does it need to have that much paving or can you have more green going down into that area?
 - It's for a loading stall and we're as wide as we need to be for access. It's nice to have by the parking garage entrance, that way move-in and move-out stays out of public spaces.
 - Our vertical circulation is inside of that building and has direct adjacency into either building.
- When we see these kind of developments that are in close proximity to other ones, I get the context of the neighborhood, certainly all the other corners are using a lot of materials and colors. The view at Mayo Drive looking east, those are really large broad expanses of flat panels. To my eye, I fear that the average person looking at that is going to find it rather institutional looking. There's nothing going on at all, it could be more different than the ones across the street.
 - This is intended to communicate scale, we weren't at the point to incorporate the street details, but that's definitely something we can respond to.
 - The demographic tends to want something more timeless and classic rather than something with a lot of articulation.
- Look at landscaping placement to soften that.
 - We've been focusing on Building 2 for our efforts because it's the first phase, but there's a lot of opportunity for different streetscape on that corner to activate that.
- As people pull in to the U-Haul spot, there's a neat design opportunity there with the walls and focal point. Whether it's lighting, something artistic, or landscaping cascading it could be a unique entry feature.
- You mentioned walk-up units on Building 2, we don't have a floor plan. Are they also connected to an interior corridor as well?
 - Level one would have a front and back entrance, Level 2 would have an entrance back to the garage, so they're not actual two-story units. They will have a patio walk-out terrace rather than balconies.

ACTION:

Since this was an **INFORMATIONAL PRESENTATION** no formal action was taken by the Commission.