

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: August 7, 2013

TITLE: 501, 509 & 517 Commerce Drive –
Amended PD(GDP-SIP) for Sixty-Units of
Assisted Living, Revised Plans. 9th Ald.
Dist. (31146)

REFERRED:

REREFERRED:

REPORTED BACK:

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ADOPTED:

POF:

DATED: August 7, 2013

ID NUMBER:

Members present were: Richard Wagner, Chair; Richard Slayton, Dawn O’Kroley, Melissa Huggins, Henry Lufler, Tom DeChant and Cliff Goodhart.

SUMMARY:

At its meeting of August 7, 2013, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for an Amended PD(GDP-SIP) located at 501, 509 & 517 Commerce Drive. Appearing on behalf of the project were David Baum and John W. Thode, representing All Saints Neighborhood. Baum presented the project to expand and create the continuing care campus. The initial facility was a 144-unit apartment building for independent living. The second building, memory care and assisted living, was added five years ago. More people are starting to need assistance and the second building cannot be expanded. They wish to add additional assisted, skilled care and independent living units. They would like to connect the two buildings across the road into the ground floor, which houses all the amenities that this community needs. The building that provides the food service needs to be connected to the building that needs the food service. One corner of the building is at 430-feet with the entrance drive being at 455-feet; with the courtyard finished grade at 445-feet, two levels of parking can be added below that. Preliminary massing models were shown. A bridge across the parking lot will connect the future condominiums and skilled nursing facility; the residents will want to use all the amenities available on this campus. Staff noted that the most significant issue currently is the bridging over the public right-of-way. There is a standing policy by the City not favoring the private use of public right-of-way, which will require resolution in this case.

Comments and questions from the Commission were as follows:

- One of my first impressions is that this seems like “topsy” growth, it’s not very well planned, is this the best way to deal with the situational need? I just wonder how good these bridges are for actual function and connections to people. It seems so cobbled that I’m wondering if it’s very functional.
- It’s quite a sprawled campus, particularly for the people you are serving. Distances are not good in this kind of play out. I’m very curious, how do you have circulation (food) through a condo building to skilled nursing?
 - It’s all common entity. All of this is All Saint’s land.
- I appreciate trying to connect to Watts Road and trying to work with the topography.

- How does this fit on what happens with the rest of the Seminary land?
 - How that will develop in the future, I'm not 100% sure, that's up to the Diocese.
- When you're creating a site with this much volume and these many buildings, you're essentially creating a neighborhood within a neighborhood, so there should be some architectural variation between buildings. Things look very similar.
 - The current go around is actually more of a massing and functionality study. We'll come back with more of a juxtaposition that you're looking for.
- What kind of service requirements will you have with the skilled nursing facility? Food service and semi delivery, etc.
 - The main food is being prepared in the common area on the main floor and hot carted throughout the facility into serving kitchens and potentially up into the units.

And as people pass on, where does the ambulance come?

Right turn lane here, ambulance comes and stops there. There's a door out the end of the building that is a little more discreet, they can come out with a little bit of dignity.

- Have you looked into the fire requirements around the facilities?
 - Obviously we have to meet all their codes.
 - We've got access around the perimeter as well as the courtyard.
- As you move forward, if there are opportunities for healing gardens.
 - That will all take place in this entry courtyard and the back areas here. We'll put them in place once we fully develop the site.
- Is there any way that the existing memory care kitchen could serve the three-story building?
 - These people would buy meals if they want meals. The thought is there's a number of different service levels available to people in a CCRC. This is an independent 144-unit now, some of them want no meals, but there are a few, maybe 30, people that take these meals. But these are 70 and 80 year old people. One of the goals is to get people to the town center and with this footprint being the town center on the first floor, it's our vision to get people over here in the most convenient manner.
- While you've got this really beautiful interior courtyard, Commerce Drive should really be the face of your commercial activity and that town center, and you should be creating walkable opportunities, and should show them, instead of just relying on the bridge. If I'm thinking about this as a campus, the most important façade, the most active area of that should be right along here. You should be spending a lot of time thinking about how those folks could be crossing here 7-8 months out of the year. Instead of turning inward create the connection here in terms of activity across the street.
- Could you get rid of some of the parking and build on that lot (westerly component), then try and focus the amenities around a greenspace? If you're going to do new construction anyway, that might link more easily than going across a public street.
- Given the sense of community, could you come in from the middle and use that whole area as a less auto-oriented space? More greenspace connecting the buildings (easterly component).
 - That reduced the parking substantially. We're adding a significant more amount of asphalt. This was the most efficient way to get the parking in and minimize the asphalt.
- Need building variation in design.
- Need pedestrian connections for both existing and proposed building development.
- The Commerce Drive façades need to be emphasized as they relate to the street.
- Think of village center buildings as stronger design elements.
- Look at more improvements to sites/buildings to the west.
- The main drive aisle on the east from Watts cuts the site in half.

ACTION:

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

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: 501, 509 & 517 Commerce Drive

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

General Comments:

- Convoluted site layout – very challenging logistics layout, especially for SNF component. Question the logic.