

## AGENDA # 2

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION      **PRESENTED:** February 3, 2010

TITLE: 1802 Maple Crest Drive – Hawk’s Landing  
Golf Club Lot 53 – Modifying an Existing  
PUD(GDP-SIP) Allowing for the  
Replacement of Ten 6-unit Buildings with  
Nineteen Duplex Units and Five 10-Unit  
Buildings. 1<sup>st</sup> Ald. Dist.

**REFERRED:**  
**REREFERRED:**  
**REPORTED BACK:**

AUTHOR: Alan J. Martin, Secretary      **ADOPTED:**      **POF:**

DATED: February 3, 2010      **ID NUMBER:**

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Members present were: Marsha Rummel, Mark Smith, Dawn Weber, Todd Barnett, Bruce Woods, Richard Slayton, John Harrington, Ron Luskin, R. Richard Wagner and Jay Fern.

### **SUMMARY:**

At its meeting of February 3, 2010, the Urban Design Commission **GRANTED FINAL APPROVAL** of modifications to a PUD(GDP-SIP) located at 1802 Maple Crest Drive.

Appearing on behalf of the project was Randy Bruce. Bruce noted modifications to the project following the Urban Design Commission’s granting of initial approval of October 2009 based on considerations by both Plan Commission and Common Council as follows:

- The Plan Commission required connectivity between the northerly west/east private drive and the southerly west/east private drive; with a north/south two-way drive-aisle connection; in addition to some visitor parking along the easterly central portion of the new drive aisle.
- A review of the materials/color palette emphasized that there are two other color palette schemes beyond that approved for existing development within the project, where one scheme introduces a stone-based treatment as an option to the use of brick.
- The review of the lighting plan emphasized the use of down light poles, with pole lighting in various areas of the private street system.

Following the presentation the Commission noted that Bruce should look at introducing a Woenerf private street profile that would emphasize its use for pedestrian/bicycle path as well as its use by motor vehicles. If a “Woenerf” design was not possible alternatives such as narrowing of the drive aisles was suggested. Dan McCormick, City Traffic Engineer, spoke to the issue noting that an 18-foot wide drive aisle would be appropriate for Traffic Engineering purposes with the applicant should check with the Fire Department relevant to its use for fire access.

### **ACTION:**

On a motion by Barnett, seconded by Weber, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (7-0-1) with Luskin abstaining. The motion provided that

the applicant had the option to add landscaping to this surface parking lot to the east and to look at narrowing the new north/south private drive connector in order to develop a “Woonerf” type design to diminish its appeal as a vehicular way in favor of use by pedestrians and bicyclist.

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 ratings for this project are 6.5, 5, 6, 6, 5 and 5.

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 1802 Maple Crest Drive**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>								6.5
	5	5	5			5	5	5
	6	6	5	5		6	5	6
								6
	6	6	5			5	5	5
	5	5	5			5	5	
								5

General Comments:

- Connector Road is a good change.
- Same, same, same.
- More connectivity helps enhance this suburban design.