

AGENDA # 9

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: May 27, 2020

TITLE: 160 Westgate Mall – Planned
Development. 10th Ald. Dist. (60411)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Janine Glaeser, Secretary

ADOPTED:

POF:

DATED: May 27, 2020

ID NUMBER:

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

SUMMARY:

At its meeting of May 27, 2020, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for a Planned Development located at 160 Westgate Mall. Registered and speaking in support was Kevin Burow, representing Knothe & Bruce Architects. Registered in support and available to answer questions were Jacob Klein, Bruce Hollar, Melissa Huggins, Marcus Pearson and Danny Afable, all representing J.T. Klein Co., Inc. Burow presented plans to repurpose the existing shopping mall, currently a transit-oriented site with a lot of traffic. He showed a series of apartment buildings and senior housing, with the northwest corner planned for future medical or office space. The first phase would consist of 153 market-rate housing units, with Phase 2 consisting of workforce housing and 161 units of affordable senior housing, and infilling with another 79 units of market-rate housing. The senior building will have its own courtyard area. Underground parking is available for all buildings at approximately 1:1. Numerous amenities are provided along the streetscape with benches, bike racks, and greenspace adjacent to the HyVee grocery store. There is an opportunity for public art, and a butterfly garden habitat is being provided. The Development is meeting the new stormwater management regulations but utilizing underground storage under a green plaza area and under the parking of the senior housing, reducing run off by 15% of current conditions. Views of the overall development were shown.

The Commission discussed the following:

- I react positively to this entire project. I do question the access to the senior units, I'm wondering about stairs?
 - We're intending to provide access to the units from outside, with fully handicapped accessible entries via the interior corridor system.
- Overall this looks really nice. Did you look at rotating it so it would face the other development to give a more private, community-based senior building?
- I thought the site plan is way too homogenous in height, scale and the look of it. Tokay Boulevard is more residential, I'm wondering why the senior apartments wouldn't face Tokay and have the clinic face

mid-block. You did a cross-section at Odana Park, but if you do a cross-section at the old Epic site, that's a huge retaining wall and you're looking into a parking garage. This little grid of streets just feeds into parking garages, it doesn't have the same aspirations of mixed-use as the neighborhood plan had for this site. The buildings are pretty average, this big greenspace right next to a blank wall of a supermarket, it's not really a gathering space for neighbors. That's a low spot where you need stormwater retention anyway.

ACTION:

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

UDC Informational Review Comments

<p>Site Plan</p>	<p>It's unclear how the public/private boundaries are defined for the private entrances off of the public lawn.</p> <p>Have questions about general access to the site. Are residents/visitors approaching from the east (say on Tokay or Segoe) relegated, because of the median on Tokay, to entering the complex through Hyvee's parking lots unless they want to go all the way around to Whitney Way?</p> <p>2 - Too homogeneous in height, use scale and look. Tokay is more residential, why not face senior apts. There and make clinic mid-block? Market-rate apts. orientation does not address various site conditions (steep hill @ Epic, side wall of grocery store, private drive) – just placed there because they fit. Private drives have no character.</p> <p>Dense development with limited green space tucked at far south end. Also see landscape comments about lawn connectivity.</p>
<p>Architecture</p>	<p>First floor units need clearly defined boundary to their patios - some seem close to the sidewalk/drive to garage entry. Sloped roofs seem slightly small in scale.</p> <p>At first glance, the three styles of buildings make a nice compromise between individuality but working well together as a development.</p> <p>4 - Very average and typical of the type of stuff we've been seeing in far-west developments for years.</p> <p>The building rendered in grey and rust – believe its Sr. Housing Phases II & III – is cleanly contemporary and simple in design and materials. The other buildings feel derivative and busy – not fresh designs.</p>
<p>Landscape Plan</p>	<p>Hopefully there is pervious paving. Connection to the adjacent Odana School Park seems misplaced - it seems almost semi-private. Maybe this connection should be a bigger design feature? Can it come off the public patio at the end of the public lawn?</p> <p>Street plantings are going to be important for the long views down the private drives.</p> <p>The 'lawn' is nice feature but doesn't connect to the park in any way. Topography issue? Also, the right- angle intersection of the two private drives is an opportunity for a clarified pedestrian crossing (table top, unique</p>

	paving, etc.) Could also slow & guide traffic through the site.
Site Amenities/Lighting	3 - Open spaces are just there to accommodate vehicular traffic. No real connection to Odana Park.
Signs– if shown, do they complement the architecture? <i>(sign approvals will be a separate application.)</i>	
Pedestrian/Vehicle Circulation	<p>Make a better, more public pedestrian connection to Odana School Park, especially for families to keep an eye on kids going to the park</p> <p>See site plan comments above.</p> <p>3</p> <p>Seniors attempting to access bus transfer center/BRT will have to cross 6-lane Whitney Way – no small challenge. Car access off Tokay is unclear – will median remain or be opened? Will car access be permitted off Odana through HyVee lot? Will HyVee lot be accessible through the ‘private drives’? Could end up being a lot of traffic through the site depending on circulation rules.</p>
Urban Context	<p>The mixed types of residences is nice. This seems like a great neighborhood/site for senior housing.</p> <p>Nice transition from more commercial area to the traditional residential neighborhoods to the east. Avoids the conflicts when these types of apartments go up immediately adjacent to single family homes.</p> <p>3 – Does not achieve goals set forth in Comprehensive Plan and Neighborhood Plan.</p> <p>This project, like the residential one we just saw on Odana, drops a dense urban residential solution into a suburban commercial context. Understand the intent and long-term direction, but it’s an awkward fit at present. These ‘pioneer’ developments may need some city infrastructure assistance to make them work (e.g., pedestrian crossings, wider sidewalks and streetscaping, connection to bike paths, etc.).</p>
Overall Rating (1-10)	6.5, 7, 3 & 5

*Individual Commissioners rate the overall design on a scale of 1 to 10. 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.