

## AGENDA # 4

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION	<b>PRESENTED:</b> January 30, 2008
TITLE: 2702 Crossroads Drive – Hotel Development/Planned Commercial Site. 17 <sup>th</sup> Ald. Dist. (07906)	<b>REFERRED:</b> <b>REREFERRED:</b> <b>REPORTED BACK:</b>
AUTHOR: Alan J. Martin, Secretary	<b>ADOPTED:</b> <b>POF:</b>
DATED: January 30, 2008	<b>ID NUMBER:</b>

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Members present were: Lou Host-Jablonski, Marsha Rummel, Todd Barnett, Bruce Woods, Richard Slayton, Richard Wagner, John Harrington and Jay Ferm.

### **SUMMARY:**

At its meeting of January 30, 2008, the Urban Design Commission **GRANTED INITIAL APPROVAL** for a hotel development/Planned Commercial Site located at 2702 Crossroads Drive. Appearing on behalf of the project were Gary Brink, representing Raymond Management; and Ken Saiki, Ken Saiki Design. Brink provided a summary of various plan changes in response to the Commission’s comments on the project. In addition, he emphasized the following:

- Two options were previously proposed. Option 1 featured a 4-story building with lower level exposure toward the Interstate, with Option 2 featuring 4-stories with no exposure. Option 2 was chosen due to budget constraints, in addition to the allowance for wood framing.
- An indoor pool has been located off the northeasterly corner, along with an outdoor patio area oriented toward the site’s Crossroad Drive frontage; a partial response to noise abatement issues, if the site’s Interstate frontage was chosen, in addition to grade issues.
- Parking is provided at a 1:1 ratio to the room count.
- Building materials generally consist of split face block, with EIFS used in two different colors on portions of the upper elevation. The utilization of split face block is in an undulated fashion applied to both upper and lower portions of the building’s elevation.
- A review of the lighting and photometric plan was provided.
- Ken Saiki provided an overview of the landscape plan in response to the previous comments by the Commission, including the use of an evergreen screen at the corner of the buildings and ornamental at the front entry to the building’s porte cochere along with the use of natives and/or derivative native plants within the overall landscape plan scheme.

Following the presentation the Commission noted the following:

- The use of *Carpinus caroliniana* off of the northeasterly corner of the site adjacent to its driveway entry should be replaced with an alternative canopy shade tree.
- The stalls to be modified in conjunction with the adjustment of lot lines with the adjacent Park Bank require the addition of tree islands at an interval not to exceed 12-15 stalls.

- Look at shared parking to reduce the amount of pavement on-site with the adjacent Park Bank property.
- Bike parking at two stalls is under capacity; should be at minimum 6-8 stalls.
- More shade trees should be provided out toward the parking adjacent to the pool area.
- Move the middle tree adjacent to the pool out toward the surface parking stalls. In addition, move the middle tree along the north elevation within an island.
- Consider providing an awning structure on the west outdoor patio area; sun strong. Need more than three beams with seasonal ivy to filter light.
- Handle some stormwater on site, for example a rain garden or bioretention swale adjacent to parking along the Interstate. In addition, consider the use of pervious pavers where functional or as an option sheet drain to northerly stalls to the northwest corner of the site.
- Provide terracing on the westerly/back side of the building's 3 to 1 slope or look at landscaping options in that area.
- Provide consideration for utilization of a solid roof over the westerly mid-rear outdoor patio area.
- The grading works to hide parking lot as designed.
- Place ground cover at the top of the 3 to 1 slope to soften in lieu of terracing.
- Use ground covers on sloped areas instead of blue grass, more cost effective, resolves environmental issues.
- Use pervious pavers along north side with rain garden at northwest corner.
- Investigate the possibility of shared parking with adjacent Park Bank, in addition to an overall reduction in the amount of surface parking.
- Consider trading impervious area at the south for opportunity in northerly portions of the site.

### **ACTION:**

On a motion by Slayton, seconded by Harrington, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (5-2-1) with Barnett, Harrington, Slayton, Rummel and Wagner voting in favor; Host-Jablonski and Ferm voting no; and Woods abstaining. The motion required address of the above stated concerns with final consideration of the project.

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 4, 5, 5, 5, 5 and 5.

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 2702 Crossroads Drive**

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
<b>Member Ratings</b>	-	-	-	-	-	-	-	4
	5	5	6	-	-	5	5	5
	-	-	-	-	-	-	-	5
	-	-	-	-	-	-	-	5
	5	5	6	5	-	5	5	5
	4	5	5	-	-	5	4	5

General Comments:

- Suburban design proposed: look at shared/reduced parking, address on-site infiltration opportunities.
- They could'a done shared parking relatively easily, but didn't.
- Overhang at west patio. Pervious pavement at west edge of pavement.
- Standard suburban hotel site layout – it's time to rethink these designs – more environmental.
- Suburban development in an urban area is an inappropriate approach. Use shared parking with adjacent businesses.