

AGENDA # 3

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: June 6, 2007
TITLE: 8210 Highview Drive – Amended PUD(GDP-SIP) for Sixty-Units of Assisted Living, Revised Plans. 9 th Ald. Dist. (05334)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: June 6, 2007	ID NUMBER:

Members present were: Paul Wagner, Chair; Robert March, Bruce Woods, Richard Slayton, Ald. Rummel, Feland, Lou Host-Jablonski, and Michael Barrett.

SUMMARY:

At its meeting of June 6, 2007, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a PUD(GDP-SIP) located at 8210 Highview Drive. Appearing on behalf of the project were Jeremy Bartlett and David Baum, Architects.

Baum and Bartlett provided an extensive review of the previous versions of the project as presented to the Commission against issues of record. The current version of the plan provides for the following:

- Redress of the corner grade issue involving the removal of the walkway is now internalized to the building along with the addition of the tiered window well with additional plantings.
- The building has been relocated to address street edges by pulling the building toward the street along Plaza Drive with the incorporation of porches and patios at the same time accommodating the new drive-up along Highview Drive.
- A meandering pathway system has been added.
- A minimization of surface parking with the removal previously proposed asphalt and impervious areas with the utilization of an existing 15 stalls already constructed as part of an earlier phase on adjacent properties in combination with the banking of 15 future stalls based on future demand.
- The issue with the split up and down of the building to provide for separation between its two functions for frail elderly and dementia patients was maintained.

Following the presentation the Commission noted the following:

- Appreciate the movement of the building as well as the incorporation of porches and patios a good addition.
- Consider elimination of the northerly one-way drive aisle for a turn-around.
- Narrow the drive lane and angle surface parking to minimize pavement and discourage immediate entry.

Baum and Bartlett further noted that the plan also provided the elimination of the bio-retention area due to the comments by the City Engineer, Additional details relevant to the issue of the building is lot coverings versus lot size was provided with a comparison of percentage of building to lot area on adjacent sites as well as the development site with approximately 26% coverage by building with 25% pavement.

ACTION:

On a motion by Barrett, seconded by March, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the project. The motion was passed on a unanimous vote of (8-0). The motion required address of the above stated concerns and the following:

- Add angle parking and narrow drive aisle width with relocation of trees to allow for the future development of banked parking stalls based on demonstrated need.
- Strong support a turnaround replaced the southerly way drive aisle or neck down the width of the one-way drive aisle loop.

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 5, 5, 6, 6, 6, 7, and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 8210 Highview Drive

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	5	5	5	5	5	6	5	5
	6	7	7	6	7	6	7	7
	-	6	-	-	-	-	-	6
	6	6	6	-	-	6	6	6
	-	-	-	-	-	-	-	6
	8	7	7	-	-	6	8	7
	5	5	5	5	-	4	5	5

General Comments:

- Revise north driveways/parking to further reduce asphalt.
- Improved site plan.
- I hope Plan Commission will allow two driveway entrances for drop-off, three driveway entrances seem reasonable for proposed use. Like improvements.