

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: June 28, 2017

TITLE: 3601 Cross Hill Drive – Planned Residential Complex of 189 Residential Apartment Units. 17th Ald. Dist. (46932)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Chris Wells, Acting Secretary

ADOPTED:

POF:

DATED: June 28, 2017

ID NUMBER:

Members present were: Richard Wagner, Chair; Dawn O’Kroy, Cliff Goodhart, Tom DeChant, John Harrington, Amanda Hall, Lois Braun-Oddo and Rafeeq Asad.

SUMMARY:

At its meeting of June 28, 2017, the Urban Design Commission **GRANTED FINAL APPROVAL** of a Planned Residential Complex located at 3601 Cross Hill Drive. Appearing on behalf of the project were Ulian Kissiov and Justin Frahm, representing JSD Professional Services, Inc.

The applicant gave a brief background of the project. Due to the surrounding cars, they wanted to create an oasis with parking on the perimeter. As the surrounding buildings have high-tech arch (with metal panels) which influenced the site’s architecture, the applicant will use either metal paneling or LP Smartside paneling. The perforated metal they are proposing is a light-gauge but is strong. The applicant then reviewed the changes from their Informational Presentation given on May 24, 2017. They have revised the drive aisle to shift the perpendicular stalls away from the buildings (replaced with parallel stalls). They kept perpendicular stalls on the inside of the drive aisle because of the accessible stalls, but didn’t include parallel stalls in some locations around the inside of the drive aisle due to lack of space. They created a more natural, organic shape of the storm water basin at the north and southeast corner of the lot. They studied the Urban Design Commission’s comments from the previous meeting regarding redesigning the Club House to allow one to see through it from the street to the interior courtyard. They decided not to do it because several rooms within the Club House are locked and they didn’t want to widen the space due to the existing proportions of the exterior of the building. The interior courtyard is also one level lower so one would not be able to see any of the amenities, only ‘Building C’ across the way. They spoke about the transitions to the neighboring lot, pointing out that the Wilde Honda sits lower than the subject site and so the landscaping along that property line will help diffuse some of the light coming off of the cars. For the western lot line, they created a layering of landscaping species (by adding additional evergreens and upright columnar species). Additional canopy trees along the east were added, as well as benches in the interior courtyard. Additional canopy trees have been added all along the perimeter, which increases the number of canopy trees on the site from 21 to 35. For the central patio area, they have created more passive, private areas up at the upper spaces and more active, public spaces with the pool, that will be ADA accessible from the parking areas.

Based on feedback from the Urban Design Commission, the applicant will need to change the stone mulch for shredded bark, and remove lamp posts within the parking lot tree islands.

ACTION:

On a motion by Harrington, seconded by Goodhart, the Urban Design Commission the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (7-0).

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REPORT OF: URBAN DESIGN COMMISSION **PRESENTED:** May 24, 2017

TITLE: 3601 Cross Hill Drive – Planned Residential Complex of 189 Residential Apartment Units. 17th Ald. Dist. (46932)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Chris Wells, Acting Secretary **ADOPTED:** **POF:**

DATED: May 24, 2017 **ID NUMBER:**

Members present were: Richard Wagner, Chair; Dawn O’Kroley, Cliff Goodhart, Lois Braun-Oddo, Amanda Hall, Tom DeChant and Michael Rosenblum.

SUMMARY:

At its meeting of May 24, 2017, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for a Planned Residential Complex located at 3601 Cross Hill Drive. Appearing on behalf of the project was Ulian Kissiov, representing Lancaster Properties, LLC. Kissiov gave an informational presentation for the applicant, noting the experience of the site with neighboring buildings being car lots; could the design create an escape? Every building shows the same sized access to the green. He felt that 150-200 feet between buildings was correct for the 3-story height. The same corner element is used when approaching at the Cross Hill entry as well as at corners near the community entry. The design addresses style with De Stijl/Neo-Plasticism simplification and primary colors. Material studies have been done, but the color choices (personal and driven by the client) are not yet final. Kissiov then addressed concerns expressed in the Planning Division staff report:

- (Staff comment) More articulated entries.
 - Felt primary entry along Cross Hill should not be regarded as a 1-story volume but as a 3-story volume.
- (Staff comment) Simplification of material palette.
 - Applicant feels it is simple.
- (Staff comment) 4-sided architecture.
 - We don’t have balconies on the ‘ends’ of Buildings ‘A’ and ‘B’; we didn’t want to orient living rooms towards the under-building ramps. We felt a different use of colors didn’t look like a blank wall.
- (Staff comment) Orientation of the buildings to the north and west.
 - We didn’t want to put the back of the building towards the east, north and/or west property lines. We felt more people are visiting the car dealership than will drive along Cross Hill Drive. Development is already 150-feet from northern property line. The third story, north-facing units will be able to look past the Honda dealership. The western-facing units on the second and third stories will look past the one-story convenience store.

Comments and questions from the Commission were as follows:

- There are a lot of single-loaded parking stalls, it is a lot of asphalt. Make it more efficient. Could you put parallel parking stalls on the inside of the drive aisle?
 - If we go to parallel stalls it will require more asphalt, and we will lose 33 parking stalls. Cross Hill Drive currently has lots of parked cars so “lost” on-site parking stalls will increase parking issues off-site.
- The stormwater design is artificial. Look at integrating the design of stormwater with the parking layout. Stormwater should be a more naturalized feature.
 - The site layout is largely dictated by the stormwater equipment (size and location).
- In terms of the land use, residential facing residential seems appropriate. Not concerned with the proximity next to a car dealership.
- A road through the middle of the courtyard is not desirable.
- Because of rooflines and materials, the way the buildings climb up the slope is elegant.
- Perforated metal was preferred by some to the glass. Please bring an actual sample next time.
- Building entrance for Buildings ‘A’ and ‘B’: there is an opportunity to see all the way through the clubhouse to connect the spaces.
- We need to be able to read the landscape plan, please make sure it is legible next time.
- It appears there are not a lot of large canopy trees. Add some more.

ACTION:

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