

**AGENDA # 3**

City of Madison, Wisconsin

**REPORT OF:** URBAN DESIGN COMMISSION

**PRESENTED:** July 1, 2020

**TITLE:** 1802, 1814, 1818 Packers Avenue/2102 Schlimgen Avenue – New Multi-Family Housing in UDD No. 4. 12<sup>th</sup> Ald. Dist. (60620)

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Janine Glaeser, Secretary

**ADOPTED:**

**POF:**

**DATED:** July 1, 2020

**ID NUMBER:**

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

**SUMMARY:**

At its meeting of July 1, 2020, the Urban Design Commission **GRANTED FINAL APPROVAL** of new multi-family housing located at 1802, 1814, 1818 Packers Avenue/2102 Schlimgen Avenue in UDD No. 4. Registered and speaking in support were Kevin Burow, representing Knothe & Bruce Architects. Registered in support and available to answer questions were Jim Rodgers, John Kastner, representing Liberty Mortgage and Development Company; and Suzanne Vincent, representing Vierbicher. Registered neither in support nor opposition was Lesleigh Luttrell, representing the Sherman Neighborhood Association. Registered in opposition but not wishing to speak was V. Bongiovani.

Burow introduced the former surface parking lot for a car rental business that has been abandoned for a number of years. They are proposing 71 units of low income housing with 58 parking stalls stalls in basement. Additional parking behind the building will be screened along the property line. He discussed context, the overall landscaping plan, tree islands, stormwater management plan, bike parking, community room, outdoor space, craft room and exercise room. These will be 1, 2 and 3 bedrooms and townhomes. Floor plans were reviewed. The building steps back at the fourth floor, and the upper left corner it set back where the outdoor patio space is located. Each unit has their own balcony space or first floor patio. Masonry and composite siding in two different colors are proposed to break up the façade. The material palette and perspective views were shared.

**Public Comment:**

Lesleigh Luttrell spoke as the Co-Chair of the Sherman Neighborhood Association, not having any major concerns. The neighborhood is expecting a meeting next Monday with Jim Rogers. She wanted to mention this space has been a neighborhood horror for a long time that looks terrible. She is happy to see somebody responsible owning it. Other concerns include the speed on Packers Avenue. She has been advocating for a spotlight at that corner at Schlimgen and will continue to do so. The pedestrian crossing is challenging to the

bus stop on the other side of the street. She pointed out that this is near the airport, train tracks and the future F35 jets and is rather noisy.

The Commission discussed the following:

- What is the intent for the commercial venture in there, there's not a really easy way to access that with a car.
  - We don't have an intended use at this moment. We are cognizant of the fact that traffic proceeds at a fairly rapid pace on Packers. Parking will be available off of Schlimgen. We're still potentially more than a year out from breaking ground so we haven't drilled into that. We're also keenly aware of other vacant spaces in newer apartment buildings in the area so we want something in there that's usable. We'll have hopefully more information on that 3-6 months from now.
  - Where the commercial space is there's a single-family home, that has to be rezoned and because of the NMX zoning to get residential here we are required to supply some commercial space at this location.
- It could be in our recommendation to Plan Commission that some of us feel that commercial space is unviable.
- Having a nice safe way to walk from the parking around the building, designate sidewalk areas around the building so they're not walking in the traffic pattern.
- I like the stormwater management with the parking lot. It would help if the bed lines were just simplified and straight, linear planting beds as opposed to weaving in and out. It feels like there's some pretty open expanses of just mulch without plants on both street frontages that could be filled in with additional plant material. Several groupings of two species feels awkward, maybe consider changing them to groupings of 3 or more.
- I agree with the commercial comments. It seems forced a little bit. I don't know if it really works, it seems super small. You talked about this building having a strong brick base and comes up in certain elements to break up the façade, and it does, but I wonder about some locations. Over the entrance there is one square that is different than the other brick, that's odd to me.
  - We could make that more consistent.
- This pilaster to the left, why does that go up on the west elevation?
  - That's the return corner of the facade of the projecting brick on another element so it's a little deceiving.
- I would revisit that, you want to keep that strong datum at your base but you might lose that once you start going up.
- Is there a way to put even modest sized trees in front of the building along Packers to add more of a buffer for the tenants? That was done successfully at City Row. It would really improve the livability of those units. I'm all for getting rid of commercial if it means there would be an empty space for years like there is down on Sherman and Fordem.
- There didn't seem to be enough emphasis on the elevations to give a hierarchy for a sense of opening for the commercial space. If this was all commercial there's enough distinguishing characteristics between the public entrance and private entrance, but once you start having commercial space you have a more grand or hierarchy type of entrance. If the intent is to have a viable commercial space that's something to think about getting that corner to be more of an anchor, maybe it wraps around the corner. Otherwise it just appears like it's another residence.
- (Chris Wells) There is a lot area requirement in NMX zoning of 1,000 square feet per unit so if they get rid of the commercial it would reduce the number of units of roughly 54.
- I don't know if there's any way around that.

- I heard a lot of complaints about the train horn. This is close to the F-35 base, the airport, Packers Avenue. I would suggest and encourage the developer to submit a plan about window sound proofing rating and how they can mitigate the sound barriers in the design.
- There may be requirements for maximum decibel levels within units.
- There are in regards to state highways. I can look into requirements along railroad corridors. I can look back to the plat.
- Maybe that's a standard we could point to for measuring against.
- This is low income, I would like to see how they will improve sound mitigation. Provide that information at Plan Commission.
- We can recommend it comply with standards for adjacency to interstate, very noisy transportation corridors.

**ACTION:**

On a motion by Braun-Oddo, seconded by Weisensel, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a unanimous vote of (7-0). The motion noted the following:

- Look at adding trees along Packers Avenue.
- Plantings should be in groups of three.
- Simplify the planting bed lines to be more linear.
- Maintain the brick datum.
- Provide information on sound/noise mitigation with the airport, nearby train tracks and vehicular traffic on Packers Avenue.