

Alan Grainger  
Chair, Design Review Board  
COBI

JUN 18 2018

Planning and

Community Development

Date: June 12, 2018  
Re: Design Review Summary of Meeting with Madison Landing  
Applicants - April, 2018

From: Joe Dunstan DRB member

The following summary was compiled from DRB April meeting notes and audio tape of April meeting.

The following DRB comments were stated to the applicant:

1. More creativity in design: This is a general comment based on the fact that the project facilities virtually cover the entire site and is maxed out and doesn't allow for impervious cover or adequate open space.
2. Increased effort to preserve the current landscape: Existing landscape is deemed to be of historical interest. This project will remove all landscape minus one tree. The DRB requested on a number of occasions that the applicant provide a existing plant survey overlay on their site plan so we could understand the impact to the culturally significant plantings and to try to work with them to save these resources where possible. The applicant did not provide such a drawing.
3. Reduce the number of guest parking spaces per unit and lessen the garage apron by 10 feet:
  - to decrease the amount of impervious surface
  - To allow for additional setback/landscaping along Madison Avenue
- ✓ 4. Make Duane Lane a one-way road traveling north to exit onto Madison via Duane Lane to lessen the restriction of the fire turn around:
  - create a more meandering walk way
  - Decrease impervious cover
  - Increase landscape and open space between units
5. Reduce project by two less units to decrease the footprint of the project and increase amount of landscaping
6. Reduce the footprint of the two-story units and make them three stories

7. Community open space is located in far SW corner of property and is not central to the residences.

The DRB gave the applicant the option of returning for an additional review and applicant declined. A major concern of the DRB was and is the street character of Madison Avenue. The Applicant never demonstrated any understanding or concern regarding DRB's concern for the development character along Madison.

DRB Motion: unanimously recommend non-approval of this site plan as presented.

### **Relevant Design Guidelines and Checklist**

*Design Review Board Design Guideline Checklist Mixed Use Town Center and High School Road Districts / General Design Guidelines-- BIMC 18.18.030*

#### **2. Outdoor Open Spaces and Amenities**

To establish, over time, a variety of open spaces within the town center New development and redevelopment should provide facilities near or visible from the sidewalk for outdoor public use. Examples of such facilities include seating areas, courtyards, and small plaza spaces. Generally, the larger the development, the greater the number and size of such spaces. Furthermore, it is desirable to locate these spaces where they can receive sun and where they can easily be connected to adjacent concentrations of land use.

See DRB comments #1, 2, 4, 5, 6 and 7

#### **Applicant Response:**

Due to the private nature of the residences a public plaza or courtyard is undesirable when directly adjacent to the public way. However, courtyards, seating, plaza spaces, and other amenities are provided within the site. These elements are intended for the use of residents and will aid in creating a sense of community and engaging the residents to participate in the community of their larger neighborhood. The location of the main plaza area is located on the southern portion of the site and will maximize solar exposure.

#### **3. Pedestrian Connections**

To create a network of safe, comfortable and attractive linkages for people on foot New development and redevelopment should include pedestrian walkways, raised and/or separated from traffic lanes, that offer access from the public sidewalk to the main entrance to the building. (Locating a building

entrance directly on the sidewalk satisfies this guideline.) In addition, connections to adjoining properties should be provided. Furthermore, within parking lots, there should be pedestrian walkways that allow people to traverse the lot without being forced to use vehicular aisles.

See DRB comments # 1, 4, 5, 6

Applicant Response

A significant network of pedestrian pathways are integrated into the site and are separated from the traffic lanes. The pedestrian pathways connect to the public sidewalks and to the adjacent properties where possible. No parking lots exist on the site that would require pedestrians to traverse vehicular aisles.

6. Open Space:

To ensure that open spaces within a development containing dwelling units are truly usable by all residents. While some portions of common open space may be dedicated to specific amenities such as pools and tennis courts, most of it should be designed in such a manner as to allow walking throughout the development, to any adjacent commercial or recreational areas, and to surrounding streets. Except for designated senior housing, some place for children to play should also be provided.

See DRB comments # 5, 6, 7

Applicant Response:

Open green spaces are provided throughout the site with more sizable recreation areas positioned centrally within the site for communal gathering/ use and children's play. The remaining front and side yards are connected via a pedestrian pathway and available for walking throughout the development.

*Design Review Board Design Guideline Checklist Mixed Use Town Center/  
Madison Avenue Overlay District- BIMC 18.18.030*

1. Landscaped Front Setbacks To reinforce the predominant visual image of abundant vegetation along this portion of Madison For the portion of Madison Avenue situated within this overlay district, landscaped front setbacks are encouraged

See DRB #3. Comments:

- Unnecessary full car length aprons in front of double car garages resulting in up to 4 cars per unit – will the garages be ever used for their intended purpose?
- Aprons described above forces a minimum setback condition along Madison, rather than accommodating both façade setback variety and more substantial planting on both the east and west sides of those buildings.

**Applicant Response:**

As shown on the landscaping plan the buildings fronting onto Madison Ave N are setback and the frontage is landscaped per BIMC.

Discussion: BIMC requires between min 10 ft to 20 ft DRB wanted interior aprons shortened or removed to allow increase in landscaping on Madison avenue. Applicant refused to shorten interior aprons.

**Note: the following comments were not shared with the applicant but should be discussed with the City:**

1. Design Review Board has concerns regarding the interaction and sharing of information with the the city engineering and planning departments and DRB:
  - During the Madison Landing process, DRB was neither informed of nor included in discussions/agreements with the applicant and city engineers regarding the overall traffic circulation on this and adjacent sites.
  - These road agreements undercut DRB's effort to:
    1. Improve the built environment and pedestrian experience along the Madison Avenue corridor.
    2. Hindered efforts to retain and not lose heritage trees and plants
    3. Road agreement resulted in additional road width on site to accommodate two way traffic, rather than a reduction to one way circulation as proposed by DRB, which would reduce impervious cover and increase landscaping throughout the site.