

AGENDA # 4

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION **PRESENTED:** October 4, 2017

TITLE: 640 West Washington Avenue –
“Washington Market” Incorporating
Existing Retail, Offices, Coffee Shop and a
New Two-Story Restaurant, as well as a
Three-Season Market Hall and
Reconfigured Train Cars. 4th Ald. Dist.
(48162)

REFERRED:
REREFERRED:
REPORTED BACK:

AUTHOR: Janine Glaeser, Secretary **ADOPTED:** **POF:**

DATED: October 4, 2017 **ID NUMBER:**

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

SUMMARY:

At its meeting of October 4, 2017, the Urban Design Commission **GRANTED FINAL APPROVAL** of relocation of train cars for the “Washington Market” located at 640 West Washington Avenue. Appearing on behalf of the project was James McFadden, representing Motorless Motion. The Commission previously reviewed the enclosure of the canopy and other improvements. The thought is to move two train cars forward, move two train cars back and move a 5th car to a different location. The expansion of the old baggage house will entail a new underground kitchen, which will necessitate excavation of the area. The relocated car will be rotated 10° and moved approximately 20-feet so it’s perpendicular to the North Frances right-of-way. The engine will be put back to its original 1989 location (moving forward 84-feet). The first phase cleans up the parking lot with stormwater management for additional parking. The existing landscape is almost 30 years old and fairly mature; they will be augmenting what is there, and replacing plantings disturbed by moving the cars. The second phase will continue to clean up the parking lot and install new islands with landscaping. New steps up and a handicapped lift on the other side will allow entrance into the relocated club car.

Comments and questions from the Commission were as follows:

- How do you explain a bifurcated train?
 - This has been looked at from a few ways. It’s been to the Landmarks Commission twice; historic photos have been looked at. This was a train depot with multiple tracks originally, and there’s historic precedence with that. We went to the Zoning Board of Appeals and they came to the same conclusion (without the historic precedence); any sizable train depot has multiple tracks.
- I have no trouble with multiple tracks, I don’t understand a train that’s split. If Landmarks is not concerned...

- The space it creates between the two cars is what's odd to me, and somewhat uncomfortable because this is such a heavily trafficked pedestrian area after games, and then there's crushed gravel, it's an irregular surface. It seems uncomfortable.
 - There's so much brick elsewhere we didn't want to pave it with brick. I'm not wedded to this by any stretch.
- Are we only talking about the relocation of the train cars?
- Record shows the original approval of the structure only, not the cars.
- Regarding the two cars at the 10° angle, why wouldn't you landscape between them instead of paving or gravel?
 - We could do that, but I do know people are going to be walking around there. I'm open to suggestion.
- What's the program?
 - There's a coffee shop, restaurant, this is an office, one is currently vacant.
- I agree with landscaping in the courtyard rather than gravel.
- Maybe a path through there and some ornamental trees, with a nice place to sit. Still letting people walk through there without trampling grass or plantings.
- You have one area with Lilac that's going to be a visual safety issue. It would be better if you could get a tree in there. If it's possible to get some canopy trees in a few other spots too. As many as you can get.

ACTION:

On a motion by Goodhart, seconded by Asad, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion was passed on a vote of (5-0). The motion provided for address of the landscape comments regarding trees, the space between the two railroad cars to be landscaped and return to staff for administrative approval.