

AGENDA # 6

City of Madison, Wisconsin

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| REPORT OF: URBAN DESIGN COMMISSION | PRESENTED: June 4, 2008 |
| TITLE: 31 South Henry Street – PUD(GDP-SIP) to Remodel an Existing 3-Story Structure and Adding 3 Additional Stories to Accommodate 59 Apartment Units and 5,000 Square Feet of First Floor Commercial Space. 4 th Ald. Dist. (09853) | REFERRED: REREFERRED: REPORTED BACK: |
| AUTHOR: Alan J. Martin, Secretary | ADOPTED: POF: |
| DATED: June 4, 2008 | ID NUMBER: |

Members present were: Lou Host-Jablonski, Jay Ferm, Marsha Rummel, Bruce Woods, Todd Barnett, Richard Slayton and Richard Wagner.

SUMMARY:

At its meeting of June 4, 2008, the Urban Design Commission **GRANTED FINAL APPROVAL** of a PUD(GDP-SIP) located at 31 South Henry Street. Appearing on behalf of the project were David Ferch, representing Cliff Fisher; and Peter Ostlind, representing the Bassett District of Capitol Neighborhoods. The modified plans presented by Ferch emphasized the following:

- No on-street moped parking will be accommodated according to the Traffic Engineer.
- The design of the Henry Street courtyard has been modified to include three moped parking stalls along its backside.
- Use of the Henry Street courtyard for outdoor seating or a proposed restaurant tenant would require consideration of a separate conditional use in the future by the Plan Commission.
- Clearstory element has been added to the top of the one-story addition which ties back to the utilization glass on the balconies for individual units.
- The storefront treatment on the addition has been adjusted with windows added on the courtyard elevation, as well as around the entry treatment to the restaurant (backlit), including the provision of a menu board.

Following the presentation the Commission noted the following:

- The wattage of the courtyard lighting is unclear, should be 50 watts.
- Moped parking on the back a non-starter.
- Like corner treatment, make structural line above clearstory thinner.
- The backlit glass element at the retail entry should never be a sign. If any consideration for its use of signage it requires approval by the Urban Design Commission.

ACTION:

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

- Exterior up/downlighting shall be a maximum of 50 watts.
- The cap over the clearstory element on the one-story addition is to be thinner with the light element at the glass entry be architectural only and not to be utilized for signage unless formally approved by the Urban Design Commission.

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 6, 6, 6, 6.5, 7 and 8.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 31 South Henry Street

| | Site Plan | Architecture | Landscape Plan | Site Amenities, Lighting, Etc. | Signs | Circulation (Pedestrian, Vehicular) | Urban Context | Overall Rating |
|-----------------------|-----------|--------------|----------------|--------------------------------|-------|-------------------------------------|---------------|----------------|
| Member Ratings | 7 | 8 | - | - | - | - | 8 | 8 |
| | 6 | 7 | 5 | 6 | 5 | 5 | 7 | 6 |
| | 6 | 7 | 5 | - | 6 | - | 7 | 6 |
| | - | 6.5 | - | - | - | - | 7 | 6.5 |
| | - | - | - | - | - | - | - | 6 |
| | 6 | 8 | 5 | 6 | 7 | 6 | 8 | 7 |
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General Comments:

- By refusing conversion of 1 car parking space to moped/bike parking, Traffic Engineering has yet again made it harder for a good project to succeed.
- Disappointed that Traffic Engineering values 1 car parking spot more than 4-5 stalls for mopeds, which are everywhere downtown and should be able to claim their fair share of the street parking. Use of courtyard for moped parking diminishes this outdoor amenity.
- Creative reuse of the existing footprint.
- Great recycling of existing building.