

## AGENDA # 1

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION

**PRESENTED:** October 3, 2018

**TITLE:** 3729 & 3737 E. Washington Avenue –  
New Development of a Discount Tire  
Located in UDD No. 5. 17<sup>th</sup> Ald. Dist.  
(52902)

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Janine Glaeser, Secretary

**ADOPTED:**

**POF:**

**DATED:** October 3, 2018

**ID NUMBER:**

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Members present: Richard Wagner, Chair; Lois Braun-Oddo, Christian Harper, Cliff Goodhart, Rafeeq Asad and Michael Rosenblum.

### **SUMMARY:**

At its meeting of October 3, 2018, the Urban Design Commission **GRANTED FINAL APPROVAL** of the development of a Discount Tire located at 3729 & 3737 East Washington Avenue in UDD No. 5. Registered in support of the project was Todd Mosher, representing Discount Tire Company.

Mosher presented the plans for a new 10,000 square foot tire store. The building has a mezzanine area for some storage with a base first floor area of 8,300 square feet. The overhead doors will face south, the showroom side of the building faces East Washington Avenue. The site shares access drives with other businesses, meaning the elevations, egress and ingress are already determined. This also affected the layout of the parking stalls and lack of curb stops. Plans call for approximately 40 parking spaces, similar to the Discount Tire store currently under construction on Verona Road. Zoning has determined that the proposed awning identifies the entry and finds the orientation of the building acceptable. They offered two designs for pedestrian entry through the public sidewalk and ADA parking locations. Brick, split face block and EIFS are included in the building materials. They have articulated all four sides of the building with cornice and the rooftop units are screened. The lighting plan that was submitted for review did not extend all the way to the lot line; they have had that exhibit redone. Drive aisles at the rear of the building are between 45-55 feet for delivery truck access and loading, entering the driveway on the northern drive and circulate around to the back of the building. Cross access with neighbors means they each have a drive aisle and they have aligned their parking spaces and front aisle with those of the neighbors to be organized and safe. A landscaping buffer is provided between the sidewalk and street. Signable area locations will be identical to Verona Road with signs over the entrance doors, wall signs and a monument sign that will face East Washington Avenue. The larger trees in the back of the development will remain; six trees are located within the buffer area along East Washington Avenue, and nine new trees are proposed with four in the parking lot (a total of approximately 15 trees). In discussing the project, it was suggested that the building shift to the west by 10 or 15 feet which would allow for a landscape strip along the building and more pervious surface on the site. The applicant is willing to look at this option, noting that they need to maintain 2-way traffic movement. It was also suggested that the pediment be removed from the building to keep it simpler.

**ACTION:**

On a motion by Braun-Oddo, seconded by Rosenblum, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion passed on a vote of (5-0).

The motion noted the following:

- Include an updated lighting plan that shows lighting levels at the property line.
- Diagonal pedestrian access is preferred.
- EIFS pediments should be removed on the east and west sides. Instead of shifting the building to the left, narrow the drive on the east side and create a 10-foot wide landscape bed.
- Look at shifting the building to the west to allow for a greater landscaping area.
- Provide more canopy trees to reduce the heat island effect on large areas of asphalt.

## AGENDA # 2

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION      **PRESENTED:** October 3, 2018

TITLE: 1202 S. Park Street – New Development of  
a Permanent Supportive Housing Project  
Containing 58 Residential Units and  
Approximately 1,200 Square Feet of  
Commercial Space Located in UDD No. 7.  
13<sup>th</sup> Ald. Dist. (52903)

**REFERRED:**  
**REREFERRED:**  
**REPORTED BACK:**

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

DATED: October 3, 2018      **ID NUMBER:**

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Members present: Richard Wagner, Chair; Lois Braun-Oddo, Christian Harper, Cliff Goodhart, Rafeeq Asad and Michael Rosenblum.

### **SUMMARY:**

At its meeting of October 3, 2018, the Urban Design Commission **REFERRED** consideration of new development of a permanent supportive housing project located at 1202 South Park Street located in UDD No. 7. Registered in support of the project were Matt Melendes, Mark Kruse, Paul Mellblom, Kandyse McCoy-Cunningham, Lisa Kuklinski, Ann Panopio, Fatima Benhaddon and Gerard Campbell, all representing Heartland Housing, Inc. Registered and speaking in opposition was Dave Vogel.

Melendes introduced the team and reviewed a history of the project origination and process. Five community meetings have been held where they received feedback on design and function. They wish to start construction in 2019 and have put a lot of effort into an energy efficient building and connecting people to resources. The project is seeking WHEDA credits. The building sits between two public streets where Park Street meets Olin Avenue. The L-shaped building sits about one-foot from the property line, with a drive going underneath the building to parking. A retaining ground wall has been eliminated at the suggestion of Police, as well as use of shrubbery that could not hide a person. The building entrance is on High Street. There is retail area on the first floor as well as Heartland Housing offices. The front desk will have visibility on both doors, plus lighting and cameras. The two lower levels are brick, with a stepback of 15-feet above the second floor, and cement board above to give a quieter, more subtle design. Renderings with dashed lines showed the sides of the buildings along the property line and adjacent buildings. 3D views put the building in context, showed it from various locations and showed how it fits with the existing adjacent buildings. Parking is prioritized for residents first at no charge; they commissioned a parking study and found that parking on the opposite side of High Street is available without a permit. Staff would include a full time property manager, front desk and maintenance staff. At any given time there could be up to 3 property management staff on-site, as well as supportive services staff at approximately 3 full time employees with staggered shifts. They do provide their staff with bus passes. Park Street is about 3-4 feet higher than High Street so the first floor datum is set at Park Street. A decorative fence will be used rather than the originally planned retaining wall that should not be visible from the street.

Dale Vogel spoke in opposition to the project. His concerns include how these projects are managed (he referenced another Heartland project with management issues), the minority-owned businesses on either side of this site who cannot afford what goes on with this type of management, and too few parking stalls on-site. This is not a good location for this project.

The Commission discussed the following:

- I don't understand why you have a planter with a fence around it.
- What are the sight lines from the roof terrace/common space to the backyards of houses on Fish Hatchery Road? What do the neighbors think about having an elevated platform of people looking down on their property?
  - We need to have the roof as an accessible open space to meet the UDD No. 7 criteria.
- The issue is cramming too much into too small a space.
- The setback from Park Street should be 13.5 feet, like other recently approved projects. The City has an interest in having that setback.
  - We can't push it back any further because we'd have to give up dwelling units. We meet the current code required setbacks.
- (From Ald. Arnsten) The High Street façade is of issue. There's a lot of blank wall space.
  - The stair tower goes down through here. We could add more windows if you would like. This is one of the dwelling units and the central corridor that goes through the building.
- How do you get bikes downstairs?
  - There's an elevator that comes through the garage on the High Street side.
- The west location has better access to bike storage. I don't see any outdoor storage here. This plan looks like a real pain to get your bike in and out.
  - Generally we find many more of our residents keep their bikes in their units. Secondarily WHEDA requires robust resident storage lockers, which is usually their second preference. I think it's relative to our other buildings.
- Your ground level open area, was there any thought to making that attached to the neighborhood rather than all in one corner of the building for just the residents? You're not doing the neighbors any good with this development.
  - The problem is that double loaded hallways work best so a square building works against trying to make that work. We thought it would also be nice to have space at grade in addition to the rooftop space. Residents don't like to hang out on a busy street so High Street seemed a better place for that.
- With a nanowall your community room could conceivably become an attractive setting with the open space.
- The biggest issue is parking. You've got 58 residents, the data would be more than 10. You've got bike parking that admittedly the residents don't use, you've got a neighborhood that can't handle the overflow and you've got retail in the area with limited parking. Your retail space has no prospect of survival without parking. The building could enjoy more of a setback, achieve more underground parking and help with some of the implications that all these cars are going to have on this tiny little site.
  - No parking is required by zoning.
- It's not required, and a lot of times it's market driven. Just because these people are poor and coming off being homeless, the demand is still the same and the effect on the neighborhood is still the same.
- What is the demand for these sites?
  - Milwaukee, Chicago, Madison as well, we look at this area as having street parking. This is a consistent approach. Just because bike racks aren't being used doesn't mean the residents aren't

using bicycles, they're just putting them in their units. These are folks who have zero income. We've had discussions with SSM and their timelines for redevelopment.

- It sounds like you could provide us with more information on the residents, the likelihood that they're going to have cars, your written agreements with SSM, the viability of the retail with no parking available.
  - It was a preliminary conversation with SSM, we don't have a written agreement.
- A lot of the issues are Plan Commission issues but you can't go to them without our initial approval. With the concerns about parking, setbacks, unusable retail space, to me it's not to a point where I would make a motion for initial approval.
- I understand there's a serious need for this development. I have no issue with materials, you did a nice job with that balance. But when stepping out into the context, it's extremely dense and not knowing what the City is ultimately going to require for the widening of South Park Street, you're building them into a corner.
- Design guidelines don't really address the setback issues.
- More information on the parking demand and how it's being met, encouraging you to look at using some of that retail and bike parking space to either provide more setback or parking, if the information doesn't bear out that there's enough for a reasonable demand in this building. It's possible there isn't a demand for that many spaces.
- Pertaining to the setbacks, the amount I think would appease a lot of people and possibly the City going forward, if the buildings on either side are sometime going to go, why tie them to the front line of this building? More pertinent to me is what's going to happen to Park Street moving forward. I can't believe a little bit more of a setback isn't only going to make each of them a tiny bit smaller.
- We're talking about trade-offs, having meaningful space (like a front porch) on Park Street versus High Street, and a retail space which may end up being a blank sheet of glass. Not saying give up units but redesign the project so that we can get some more of that activity up front on the street.
  - There's nothing along High Street for a good 4-5 blocks in either direction.
    - We don't have that kind of context to consider.
- We can have Traffic Engineering talk about what happens when they reconstruct a street like Park Street.
  - This is the first we've heard about this.

### **ACTION:**

On a motion by Goodhart, seconded by Rosenblum, the Urban Design Commission **REFERRED** this project. The motion passed on a vote of (5-0).

**AGENDA # 5**

City of Madison, Wisconsin

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**REPORT OF:** URBAN DESIGN COMMISSION      **PRESENTED:** October 3, 2018

**TITLE:** 110 N. Livingston Street – Comprehensive Design Review/Signage Variance for “Veritas Village.” 2<sup>nd</sup> Ald. Dist. (53082)      **REFERRED:**  
**REREFERRED:**

**REPORTED BACK:**

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

**DATED:** October 3, 2018      **ID NUMBER:**

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Members present: Richard Wagner, Chair; Lois Braun-Oddo, Christian Harper, Cliff Goodhart, Rafeeq Asad and Michael Rosenblum.

**SUMMARY:**

At its meeting of October 3, 2018, the Urban Design Commission **GRANTED FINAL APPROVAL** of a Comprehensive Design Review/signage variance located at 110 N. Livingston Street. Registered in support of the project were Jon Hepner, representing T. Wall Enterprises, LLC; and Jaemeson Pohlmeier, representing Badger Graphic Systems.

This item was approved as a consent item with the finding that all applicable standards are adequately addressed and with all the staff recommendations contained in the report.

**ACTION:**

On a motion by Braun-Oddo, seconded by Rosenblum, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion passed on a vote of (5-0).

**AGENDA # 8**

City of Madison, Wisconsin

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**REPORT OF:** URBAN DESIGN COMMISSION

**PRESENTED:** October 3, 2018

**TITLE:** 211 N. Carroll Street/200-220 Wisconsin Avenue – Redevelopment of the MATC Building into a Hotel in the Downtown Core District. 4<sup>th</sup> Ald. Dist. (51390)

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Janine Glaeser, Secretary

**ADOPTED:**

**POF:**

**DATED:** October 3, 2018

**ID NUMBER:**

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Members present: Richard Wagner, Chair; Lois Braun-Oddo, Christian Harper, Cliff Goodhart\* and Michael Rosenblum.

\*Goodhart recused.

**SUMMARY:**

At its meeting of October 3, 2018, the Urban Design Commission **GRANTED FINAL APPROVAL** of the redevelopment of the MATC building into a hotel located at 211 N. Carroll Street. Registered in support of the project were Larry Westrich, Jim Webb, Dave Anderson, Charles Quagliana and Justin Davidson, all representing Drury Southwest. The design and development team passed around material samples, referenced the historic brick patterns and façade articulation, and building section detail. They are still developing the screening behind the parking level windows. Sign relocations are being considered (it will be on the first level on the tower).

**ACTION:**

On a motion by Braun-Oddo, seconded by Rosenblum, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion passed on a vote of (4-0).

**AGENDA # 9**

City of Madison, Wisconsin

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**REPORT OF:** URBAN DESIGN COMMISSION

**PRESENTED:** October 3, 2018

**TITLE:** 8001 Raymond Road Expansion of  
UnityPoint Health-Meriter Inpatient Child  
and Adolescent Psychiatry Program. 7<sup>th</sup>  
Ald. Dist. (52700)

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Janine Glaeser, Secretary

**ADOPTED:**

**POF:**

**DATED:** October 3, 2018

**ID NUMBER:**

---

Members present: Richard Wagner, Chair; Lois Braun-Oddo, Christian Harper, Cliff Goodhart, Rafeeq Asad and Michael Rosenblum.

**SUMMARY:**

At its meeting of October 3, 2018, the Urban Design Commission **GRANTED FINAL APPROVAL** of the expansion of UnityPoint Health-Meriter Inpatient Child and Adolescent Psychiatry Program located at 8001 Raymond Road. Registered in support of the project were Dan Morgan and Devin Little, both representing UnityPoint Health-Meriter; and John Thousand, representing OTIE.

This item was approved as a consent item with the finding that all applicable standards are adequately addressed and with all the staff recommendations contained in the report.

**ACTION:**

On a motion by Goodhart, seconded by Braun-Oddo, the Urban Design Commission **GRANTED FINAL APPROVAL**. The motion passed on a vote of (5-0).

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

**PRESENTED:** October 3, 2018

TITLE: 614 E. Gorham Street – Public Project:  
James Madison Park Master Plan and  
Shelter Concept. 2<sup>nd</sup> Ald. Dist. (53254)

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

AUTHOR: Janine Glaeser, Secretary

**ADOPTED:**

**POF:**

DATED: October 3, 2018

**ID NUMBER:**

Members present: Richard Wagner, Chair; Lois Braun-Oddo, Christian Harper, Cliff Goodhart and Michael Rosenblum.

**SUMMARY:**

At its meeting of October 3, 2018, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION**

Registered in support of the project were Melissa Destree and Zia Brucaya, both representing the City of Madison Parks Division; Ken Saiki and Tom Martin, both representing Saiki Design; and James Tye, representing Clean Lakes Alliance. Registered neither in support nor opposition were Dawn O’Kroley and Robert Klebba.

Brucaya introduced the project team and reviewed their planning process, public engagement meetings/reviews and their meeting with the Landmarks Commission. The team has been working on historical review and chronology, stormwater and water quality, hydraulics of the lake and shoreline, tree survey, wetland delineation, ADA review and public safety, as well as public outreach and engagement. This process also relied on the City’s new RESJI programming to include people of all incomes and ethnicities in the planning process. The planning process focused on key elements, including:

- Improving the park shelter amenities and attractiveness.
- Basic park amenities (benches, bubblers, etc.).
- Precedent imagery to get a sense of what type of design people are interested in.
- Top likes that informed the master plan include reconfiguration of the parking, keeping the natural stormwater filtration exhibit, doing a pier at the Capitol view corridor, a sunset overlook and better views of the park.
- Improving ADA accessibility.
- Maintain the basketball courts and parking lot. Traffic Engineering is not supportive of increasing the density of parking on nearby residential streets.

Destree talked to the historical context of the process. They looked at Native American culture, a canal that once existed in the area, and study of different structures on the property. All of the sailing/yachting culture of the last 150 years was a tremendous help. They looked at past park master plans and the push to maintain the historic buildings.

An emerging wetland in the northwest corner of the site to filter stormwater before it enters the lake. They moved the basketball courts away from the Gates of Heaven building, moved the parking lot and made it parallel to Gorham Street both for safety and access, and added a number of pedestrian/bicycle amenities. A boardwalk will wrap the emerging wetland so people can better understand the processes happening in that area and may include educational signage. They have increased the amount of greenspace in the park by a small margin. In the southwest corner they developed more of a buffer space and a small gathering space for events that occur at the Gates of Heaven. The new shelter will be located where the existing shelter is housed. Designated spots for picnicking and grilling are identified. They have preserved the front yard condition for the boathouse and reconfigured the piers and docks so rentals for canoes and kayaks can occur within the shelter. During the initial data gathering phase of the project they heard about safety concerns, they talked to Police and learned there had been over 700 calls to the park in 2017, with 81 calls directly addressed to the Gates of Heaven area. As they worked with Police and Traffic Engineering, the reconfiguration of parking will make it much easier to monitor and access. There will be safer ingress and egress for both vehicles and pedestrians. There was a desire to move impervious surfaces further from the lake and a great interest in ADA accessibility. Existing today are 39 parking spaces, proposed is a reduction to 33 spaces. The parking is necessary if the City is providing a large public shelter building. If the expectation is that everyone using this park would park on the street that would be extremely problematic.

They reviewed adjacencies within the park while looking at locations for the shelter. The potential of having food and a paddle vendor were key amenities requested during the public engagement. There is an interest in having a more urban park with a café, and renovating the existing shelter with an addition out toward the lake. By having the café on the lake side, visitors can enjoy the views. Feedback from the City was a non-compliant structure from Zoning. They also worked with Landmarks about the siting and spacing of the boathouse and keeping it a pleasant distance from the new structure. As this moves forward in the master plan, the shelter design will evolve. They reviewed the shelter program elements and roof garden. Indoor and outdoor public restrooms will be available, a community room that fits 175 people, as well as a flex room. There is storage for tables and chairs, gardening tools and boating equipment.

### **Public Comment:**

Dawn O’Kroley spoke asking the Commission to address building placement and the surface parking. This is a significant opportunity for views to the lake. The City has reiterated these views in the Comprehensive Plan, the Downtown Plan and the Tenney-Lapham Neighborhood Plan. If the shelter has outlived its useful life and not placed in the same location, that would open up a lake and shoreline view to everyone on Gorham Street. There are problems with the current park siting and the Police Department requested that any new building entrances face the street; this proposed concept does not accommodate that. No publicly shared option showed a public entry on Gorham Street. She asked the Commission to put an asterisk on the plan for this reason. The public pier would be more appropriately located on the west to keep boat traffic separated from swimmers. The glowing highlight of this plan is the wetland area. The parking lot is approximately 750-feet long; no other public park has that parking nearby but this disconnects people from the street. That should not be a program goal in this project. She and her neighbors gathered over 100 responses from people on a Saturday who do not support maintaining this parking lot as part of the master plan. She encouraged further study into other parking options. The importance is that from Gorham Street everybody gets the long lake view and the shoreline view.

James Tye, Executive Director of the Clean Lakes Alliance. They are currently working with all local governments regarding public access to the lakes. There are 58 miles of shoreline, basically half of which is in public trust. This is an opportunity to make Madison known for our beaches. Maximize the potential to support balanced recreation (swimming, fishing and natural appreciation of the park). Other parks in the City system can balance other recreational activities (basketball, volleyball, etc.). Offer safe access to the water, protect the lakeshore from erosion, and provide a habitat for lake dependent fish and wildlife. Because we've hardscaped so much of our shoreline, we don't provide the natural shoreline. Protect against stormwater impacts that lead to water quality issues. All the trash that lands on the street ends up in the lakes; think about being more naturalized and protecting the lake. Removal of hard surfaces would be good, along with setbacks from everything.

Robert Klebba spoke as a park resident who has been working with the Parks Division and design team. He reviewed the history and the goal of creating a large greenspace with access to the lake. He likes the plan as it respects the existing buildings, but it does not respect the existing Kenton Peters designed park shelter, although it has come to the end of its useful life. The park incorporates environmental considerations and many features for the shelter. He did express concerns about the inordinate parking in the park, the layout is inefficient. Is it the Parks Division's responsibility to provide parking? There is plenty on the streets and the nearest municipal parking garage. A reduction of impermeable surfaces near the lake should be considered.

The Commission discussed the following:

- Reconsider proposed parking number, location and layout.
  - Concerns regarding interruption of lake views by parking lot.
  - You're just scratching the surface on the parking needs. No matter how much parking you offer, it would never be enough.
  - Other parks are destinations for MSCR and other organized sports to use those fields. This is much more of a neighborhood park and doesn't need parking. ADA and drop-off/pick-up would be necessary. The proximity of the children's play area to the basketball courts is problematic, there's a lot of foul language.
    - Unfortunately I don't think the Parks Division would build a shelter if there was no parking. Is there a way to move forward with parking at all in this park?
    - The YWCA actually asked for the basketball courts to be closer to the children's play area. What people love most about this park is the diversity of users; that's probably the number one comment we got. We intend to broaden the perspective of who uses this park.
  - Look into widening Butler Street and putting the parking there.
- Further study proposed location of new shelter, playground and basketball court.
  - If your priority is the basketball courts then I question the need for a shelter.
  - By moving the basketball closer to residential you create an active center directly across from residential properties.
  - The shelter location is still creating a hidden area.
  - Study fencing options for playground area, make sure it does not block views.

## **ACTION:**

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

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: October 3, 2018

TITLE: 1050 E. Washington Avenue – New Development of an 11-Story Commercial/Retail, Office and Market-Rate Residential Building, in addition to a 4-Story Building Housing the Youth Arts Consortium Located in UDD No. 8 (Lyric Phase 3). 2<sup>nd</sup> Ald. Dist. (53254)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Janine Glaeser, Secretary

ADOPTED:

POF:

DATED: October 3, 2018

ID NUMBER:

Members present: Richard Wagner, Chair; Lois Braun-Oddo, Christian Harper, Cliff Goodhart\* and Michael Rosenblum.

\*Goodhart recused.

**SUMMARY:**

At its meeting of October 3, 2018, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for new development located at 1050 E. Washington Avenue. Registered in support of the project were Paul Raisleger, representing Stone House Development, and Jillian Bradbury.

The applicant presented site context and a building program review for a mixed-use development. They have met with the neighborhood group three times, once with the steering committee and a couple of times with Ald. Zellers. Eight floors are allowed, bonus stories can be requested by meeting exemplary design. Similar to the Lyric Phase 1 the building would have commercial on the first floor, two floors of office space, a 300 car parking ramp nestled in between the developments with shared parking opportunities, a through block pedestrian/bicycle connection and where possible, corner pockets that provide a greater setback of the tower building to provide for outdoor spaces. They are working with City staff to meet the ordinance requirements for the 11<sup>th</sup> floor common space. The building would contain approximately 126 residential units. The Mifflin Street side would house a youth arts center in a partnership with the Madison Children’s Choir and Children’s Theater offering classrooms, offices and performance/practice spaces, and an approximately 250 seat performance space in the middle where the raised roof is located, set back from the street. This amenity would not offer nighttime performances. The back (Mifflin) side facing the youth arts center would have a more playful design. The landscape design is being worked on, as well as the scale and building materials. The main access to the parking ramp is off of Ingersoll Street, maintaining the alley for a right-in off East Washington Avenue or a right-out. An 8-foot sidewalk from East Washington Avenue through to Mifflin Street offers pedestrian access, with possible improvements to make it more of an amenity (greenspace, artwork). Brick from the Lyric Phase 2 will be incorporated into Phase 3, as well as panels between the masonry elements. Building materials would be brick to match Phase 1, primarily glass above, zinc metal panel and tan brick. The youth arts

center side has a combination of glass below and a panelized product with texture, red zinc panel that forms the unifying element, and glass and metal panel facing north.

The Commission discussed the following:

- Make sure there is a place for the cars to pause coming out of the ramp before reaching the sidewalk. There are a lot of children using this sidewalk. Visibility and lighting will be very important.
  - Much like you see at schools the arts center may have staff to help with drop-off and pick-up. We are working with Traffic Engineering to further the traffic considerations in this area.
- Add some green to the parking structure facing Ingersoll Street to help buffer the sidewalk.
- This is a very attractive building.

**ACTION:**

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