

## AGENDA # 12

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION	<b>PRESENTED:</b> September 16, 2009
TITLE: 30 North Mills Street – UW Physical Plant Office and Shops Building, Advisory Recommendation for a Conditional Use. 8 <sup>th</sup> Ald. Dist. (15974)	<b>REFERRED:</b> <b>REREFERRED:</b> <b>REPORTED BACK:</b>
AUTHOR: Alan J. Martin, Secretary	<b>ADOPTED:</b> <b>POF:</b>
DATED: September 16, 2009	<b>ID NUMBER:</b>

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Members present were: Marsha Rummel, Mark Smith, Dawn Weber, Todd Barnett, Bruce Woods, Richard Slayton, John Harrington, Ron Luskin, Richard Wagner and Jay Ferm.

### SUMMARY:

At its meeting of September 16, 2009, the Urban Design Commission **RECOMMENDED GRANTING FINAL APPROVAL** of the UW Physical Plant Office and Shops Building located at 30 North Mills Street. Appearing on behalf of the project were John Harrod, Dale Volkening, Maria Javornik and Dan Motl, all representing the Board of Regents; Matt Collins, representing JSD Professional Services; and Lindsey Lee. The project provides for the relocation of the physical plant, shops, and office building currently located at 115 North Mills Street. The existing facility is proposed to be demolished in order to make way for the future expansion of the Charter Street Heating Plant to allow for a change from coal to a bio-mass fuel facility. Staff noted that the Charter Street Heating Plant modifications would be the subject of a future consideration of a PUD(GDP-SIP) requiring Urban Design Commission consideration. Following an introduction on this item, Luskin was excused. Details on the replacement facility were noted as follows:

- The building features an 18,000 square foot building footprint with an exterior façade consisting of precast panels with a brick veneer finish with the interior featuring three stories with a mezzanine.
- The site plan details the building's location in conjunction with the previously approved and constructed Fleet and Service garage facility on the same site.
- Parking to serve the facility provides for driveway access on the building's northerly side with parking to its rear and southerly sides in addition to an alternate driveway access.

Following the presentation, the Commission noted the following:

- Pull driveway north (north drive in) combined with modifying existing tree islands to create a double-loaded bay to provide greenspace on the building's south elevation. Extend the north and south walls out to the west as thicker wingwalls to create more architectural integrity.
- Need to add bike parking placed on north side by entry 30 to 40 stalls and provide 5 to 6 stalls somewhere else in back.
- Relative to landscaping on islands; question why some islands at the rear of the building are without trees. If the islands are there, put a tree in it. In addition, need a more interesting palate of plants including providing an alternative to the use of Spirea.

- Encourage to push and design as far as possible beyond utilitarian to emphasize what spaces are behind the precast design.
- The cold joint where the north and south panels butt the west is a problem.
- Relevant to window insets, how much of change and plane; create a maximum amount of depth to give a better appearance.
- The building features a non-inflammable exterior; why no windows in stair tower on the north and south elevations? The blank façade of areas of the west elevation could be modified to provide glass in the shop area which could benefit with visual access.
- Simplify landscape plan. Don't use crabapple. Reduce species. Use something more masculine create a line of mono-culture along the south utilizing Ginkgo with the landscaping around the building needing a stronger theme.
- Add a canopy on the backside (west elevation) to accommodate amount of activity in addition to looking at alternative colors.
- Provide outside space for employees with a flip of the entry to the west to provide access to all occupants on the sunny south.
- The use a warm color in the precast panels requires the use of a white cement.

### ACTION:

On a motion by Smith, seconded by Barnett, the Urban Design Commission **GRANTED FINAL APPROVAL** and recommended that the Plan Commission approve the project with the above recommendations. The motion was passed on a vote of (8-0). The motion emphasized the need to address landscaping comments, provide windows in the stair towers and a change in plane in the windows as much as possible, continue to review the parking arranging for more efficiency, provide a break area adjacent to the break room, and modify the north and south elevations where they abut the rear west elevation to eliminate the cold spot, extend and thickened wingwalls at corners, and the incorporation of a canopy over portions of the west elevation.

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 4, 5, 5, 5, 6 and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 30 North Mills Street

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	5	5	5	-	-	5	5	5
	4	4	3	-	-	-	-	4
	-	-	-	-	-	-	-	5
	-	-	-	-	-	-	-	7
	5	5	4	-	-	5	5	5
	-	-	-	-	-	-	-	6

General Comments:

- Continue to develop design and considering schedule, commit to the concept with the precast and develop architectural dialog with interior on infill. Create an outstanding campus utilitarian building to meet the overall campus goals.
- Maximize change in plane in precast panels. Add more windows in stairs, offices, anywhere you can. Detail wall-roof joint carefully.
- Too bad this is a fast track University building. It could be even better with a little time.
- Landscape needs a strong, simple concept. Major trees (no crabs) at parking/drive area.
- Solid design; provide perpendicular parking at north face to make more efficient; treat west edges of north and south walls more architectural.
- Bring main entry to south side to provide access to all floors to south side patio.
- Make it outstanding.