

## AGENDA # 1

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION

**PRESENTED:** January 9, 2008

**TITLE:** 1212 Sayle Street - Demolition and New Construction, City of Madison Traffic Engineering Warehouse Building. 13th Ald. Dist. (08331)

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

**AUTHOR:** Alan J. Martin, Secretary

**ADOPTED:**

**POF:**

**DATED:** January 9, 2008

**ID NUMBER:**

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

### **SUMMARY:**

At its meeting of January 9, 2008, the Urban Design Commission **REFERRED** consideration of this item. Appearing on behalf of the project were Jan Horsfall, Juan Cebollero, Mead & Hunt; Christopher Thiel, SAA; David Dryer, City Traffic Engineer; and Larry Nelson, City Engineering. Nelson and Dryer provided details on the site's development in context with the overall development plan for the City/County-owned facilities and properties located on the Wingra Creek corridor. They noted elements of the "Olin Landfill-Franklin Field" plan for the area that has been the basis for the development of City facilities on City-owned properties along Wingra Creek that include the new water utility offices and facilities, the City's recycling facilities, the relocated Parks Department facilities, the Goodman Pool as well as adjacent County facilities located at the rear of the Dane County Fairgrounds, in addition to the redevelopment site of the new Traffic Engineering storage building. Nelson emphasized that the development of City-owned facilities within the central area provide for an efficiency in the delivery of public service of Citywide. Staff noted to the Commission excerpts from the South Madison Neighborhood Plan adopted in January 2005 in support of the Traffic Engineering warehouse project as follows:

"In the short-term, improve screening of the storage facilities on Van Deusen Street and shifting of storage materials adjacent to Wingra Creek away from the creek should be pursued. Shifting storage materials away from the Creek creates a passive recreation spot, which could accommodate park benches and picnic tables, and would enhance a space located adjacent to the bike path for neighborhood residents and trail users."

Staff further noted the recommendations of the plan as follows:

- Create a path of recreation, gathering spot, which could accommodate benches and picnic tables adjacent to the Wingra Creek bike path (south of Sayle Street) for residents and trail users.

Staff noted that the project as proposed provides for the required amenities consistent with the adopted plan for the area. A review of the plan details emphasized the following:

- The use of Kalwall Opaque windows on the Van Deusen Street side of the building provides for natural lighting.
- Existing vining on the fence enclosure combined with additional vining varieties added to beef up screening along the bike path perimeter of the property.
- Buffering and screening added between Van Deusen Street and the front of the gravel storage yard.
- Enhancement to the Creek side landscaping and future bike path details were noted in response to issues to move the building closer to the street, it was noted that existing mechanicals and utilities between the street and relocated building place limits on that as a feasible option.

Following the presentation the Commission noted the following:

- Despite the project's consistency with adopted plans, still a land use issue with the use of the property.
- The land use is appropriate in light of the provisions of the South Madison Neighborhood Plan in addition to the Olin Landfill-Franklin Field plan.
- An issue with the lack of design elements that face the Creek with the project.
- Need alternative studies to reconfigure building to work better with the site, needs to address its creek side orientation as well as street orientation and fence issues.
- Examine designing the building to provide a shelter opportunity in combination with improvements for the future bike path to include amenities for neighborhood gatherings and provide alternatives to landscape solution of the building's Creek-side elevation.
- The creek side relationship is lacking, the fence to discourage graffiti lacks.
- Work with natural path across site to encourage bike access to the existing bike path.
- Widen green strip adjacent to the path with adjustment of open area along Van Deusen Street in combination with the adjustment to the fence to extend only to the southwesterly corner of the building.
- A large blank wall adjacent to the future bike path is a tagging opportunity (large blank surfaces will not be watched) – a tag magnet.
- Consider orienting a better side of the building to the Creek.
- Move triangle of plantings along the street-side of the site to screen residential development.
- Consider slanting building to provide a better orientation to the street.
- Use light panels (Kalwall) on the creek side elevation to provide for natural light also use curved form on both roofs of the building.

### **ACTION:**

On a motion by Barnett, seconded by Slayton, the Urban Design Commission **REFERRED** this item. The motion was passed on a unanimous vote of (7-0). The motion for **REFERRAL** required address of the above stated concerns and the following:

- Provide alternative designs that better address and create a better façade for the Creek side elevation in addition to providing more details on existing site utilities. In addition, provide for increase of green space adjacent to the bike path with adjustments to areas located adjacent to the streets.
- Provide bike access across the site to connect with the bike path.
- Provide for alternative use of Creek-side façade to provide a sheltering opportunity neighborhood gathering and other amenities.

It was noted that the notion of land use was supported with the plans for the area with issues relevant to the design and site of the building still requiring further attention.

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 3, 4, 4.5, 5, 5, 6 and 6.

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 1212 Sayle Street**

|                       | Site Plan | Architecture | Landscape Plan | Site Amenities, Lighting, Etc. | Signs | Circulation (Pedestrian, Vehicular) | Urban Context | Overall Rating |
|-----------------------|-----------|--------------|----------------|--------------------------------|-------|-------------------------------------|---------------|----------------|
| <b>Member Ratings</b> | 4         | 4            | 5              | -                              | -     | 4                                   | 5             | 4              |
|                       | 4         | 5            | -              | -                              | -     | -                                   | 4             | 4.5            |
|                       | -         | -            | -              | -                              | -     | -                                   | -             | 5              |
|                       | 5         | 7            | -              | 6                              | -     | 5                                   | 4             | 6              |
|                       | 5         | 6            | 6              | -                              | -     | 5                                   | 6             | 6              |
|                       | 5         | 5            | 5              | -                              | -     | 5                                   | 5             | 5              |
|                       | 2         | 6            | 3              | 1                              | -     | 3                                   | 3             | 3              |
|                       |           |              |                |                                |       |                                     |               |                |
|                       |           |              |                |                                |       |                                     |               |                |
|                       |           |              |                |                                |       |                                     |               |                |

**General Comments:**

- Rotate building slightly to address the street and have both roof lines curved like the Trachte building.
- If the City insists on using this prime creek location for a storage warehouse, it needs to significantly raise the level of design and address the creek positively.
- Make it look good from bike path.
- Rotate building parallel to street and use street as part of maneuvering space. Create more “pocket” green spaces along path.
- The land use is fine but the bike path/creek face of the building could be improved.
- Land use OK.
- Willing to accept land use but specific site/building design must be re-thought.