

## AGENDA # 1

City of Madison, Wisconsin

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REPORT OF: URBAN DESIGN COMMISSION

**PRESENTED:** December 17, 2014

TITLE: 4141 Nakoosa Trail – “Nakoosa Trail  
Public Works Facility” (Fleet Services),  
Public Project. 15<sup>th</sup> Ald. Dist. (36533)

**REFERRED:**

**REREFERRED:**

**REPORTED BACK:**

AUTHOR: Alan J. Martin, Secretary

**ADOPTED:**

**POF:**

DATED: December 17, 2014

**ID NUMBER:**

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Members present were: Richard Wagner, Chair; Dawn O’Kroley, Richard Slayton, Tom DeChant, Melissa Huggins, John Harrington and Cliff Goodhart.

### **SUMMARY:**

At its meeting of December 17, 2014, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for the “Nakoosa Trail Public Works Facility” for fleet services located at 4141 Nakoosa Trail. Appearing on behalf of the project were Barbara Berastegui and Ken Anderson, representing the City of Madison. The overall project encompasses relocation of the fleet services building currently located on East Washington Avenue to this new property on Nakoosa Trail to be completed in 2016. The second phase of the project set for 2019 would relocate the rest of fleet services from First Street and the radio communications. Combining these groups into one facility is much more efficient. Access to the gas station on the corner will be maintained through their site. The basic idea for the site plan is to use the existing curb cuts that exist with the primary entrance off of Nakoosa Trail and a private drive off of Commercial Avenue. The footprint is simply an L-shape with a mezzanine level; the second phase will add office space. The majority of vehicular circulation will be for fleet and service vehicles that come to this facility for maintenance. The site is gated to not allow non-fleet vehicles onto the property. A retention basin will be designed, built and fully landscaped to capture and hold all of the stormwater from their site. The employee and visitor lots have been relocated to come through a secure fence. The site slopes dramatically up towards an industrial district where they will have a retention wall to hold back some of that hillside, which will be landscaped. Landscaping is proposed along Nakoosa Trail with additional landscaping in the employee parking lot in front of their building. They are focusing on daylighting, horizontal overhangs for the fleet vehicles, and elements of color to highlight those particular entryways where visitors would come and where the people spaces are in both phases. The architecture picks up on the rhythm of the maintenance bays and the architectural elements that can bring daylight into those maintenance bays with clearstory elements, along with some larger picture windows and glazing elements on the sides. The major building materials are insulated precast panels, insulated glazing, metal panel system and a standing seam roof. Building mechanicals are all on mezzanines interior to the building. A new sidewalk will be installed along Commercial Avenue.

Comments and questions from the Commission were as follows:

- Has the City acquired ownership of the entire site, including the “Cub Foods?” What happens to the rest of the site?
  - Yes, the City does own it. We don’t have a set plan at this time. We have looked at possibly moving a Metro BRT station there into that portion. That hasn’t really moved forward. Eventually we’d like to take the Cub Foods building down.
- Will you have pedestrian access from Commercial Avenue? Because the vehicular entrance is limited, is there going to be a fence or something around there? How would a pedestrian get in there?
  - They are going to have to come off of Nakoosa Trail, we’ll have to have an accessible path of entrance for anybody coming off of the public right-of-way.
- I see the building has a nice glassy kind of public look to it. Why wouldn’t the entrance of the building be closer to the street, and why phase the expansion on both sides instead of building this where the public would see it and just expand everything in one direction, instead of on both sides.
  - One of the reasons is how the building functions on the interior, the different groups such as light duty maintenance need to be placed in relation to the parts, some shared shop spaces. We felt the light duty worked well along Nakoosa Trail because it didn’t need as much height on the interior spaces so it could be stepped down slightly which addressed more of the public street frontage. Primarily it’s really how the programmatic layout of the entire facility functions best for their needs long-term, by putting folks in the middle of the building with the office spaces, versus one extreme end or the other.
- If you could penetrate that a little more with carrying this rhythm of the light coming in...
- I would encourage the City to look at a way to get your circulation through the access on the other side of Cub Foods, rather than losing your building’s ability to address the sidewalk and the street and people walking by, even if they’re not entering your building.
  - You’d want the building pushed up against that edge?
- Something that’s not a driveway or a fence. At a minimum I would encourage that you mirror the office areas and the parts storage, to bring that interest and volume closer to the street, even if the second addition will be between that and the street, it would have a great impact.
- The massing and the volumes are nice, and I want to commend the City for redeveloping an industrial parcel.
  - The access point we currently have has very few pedestrians, really other than the postman. I appreciate those concerns but it’s really a destination point.
  - We looked at flipping the building. If for some reason that doesn’t work as well, would the Commission like to see more attention up here on the façade, try to figure out how to get some more attention to the entry in this corner?
- I think what you’re hearing is we understand this is a functional facility and it has to work, but as a public building it should also present a face, an engagement with the other public part of the City which is its streets and the way people move, whether they’re pedestrians or automobiles, and not sort of a “back-of-the-house” kind of feel. Something that engages that and presents a public face.
- Do you have any idea what the realistic expectations are for Phase II?
  - Phase II would have a placeholder in 2019.
 For four people that’s a lot of asphalt in the interim.

**ACTION:**

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

**URBAN DESIGN COMMISSION PROJECT RATING FOR: 4141 Nakoosa Trail**

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

General Comments:

- Needs to address Nakoosa Trail better; too much asphalt.