

AGENDA # 2

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	PRESENTED: December 17, 2014
TITLE: 704-734 University Avenue – Advisory Recommendation for UW-Madison School of Music Performance Building. 8 th Ald. Dist. (35424)	REFERRED: REREFERRED: REPORTED BACK:
AUTHOR: Alan J. Martin, Secretary	ADOPTED: POF:
DATED: December 17, 2014	ID NUMBER:

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

SUMMARY:

At its meeting of December 17, 2014, the Urban Design Commission **GRANTED INITIAL APPROVAL** as an advisory recommendation to the Plan Commission for the UW-Madison School of Music Performance Building located at 704-734 University Avenue. Appearing on behalf of the project were Gary Brown, Peter Heaslett and Susan C. Cook, all representing UW-Madison; Shane Bernau, representing Ken Saiki Design; and Mark Bastian, representing the State of Wisconsin DOA/DPD.

Starting on University Avenue we see a series of street trees and tree grates, concrete terrace with sidewalk the same width as is now, carrying through some of the paving and landscaping elements as the Chazen end. The street trees are offset in an asymmetrical pattern to work with the building as a composition. The building is very horizontal in the center section, with strong architectural elements on the corners to punctuate that horizontal component, and the trees will play with that. A landscape feature at the corner will consist of Allium and Amsonia knee level plantings with one feature tree to anchor that corner. The parking lot will be landscaped according to City standards and the University approvals. Minor changes to the southwest corner of the building include stepping back the rehearsal hall space along University Avenue to create a new west entry.

Comments and questions from the Commission were as follows:

- The Lake Street side of this building doesn’t activate the street in any sense. It’s rather cold in some ways. Is the next phase going to improve that sense?
 - It should significantly. There will be lighting of the building along that east façade to help play with the shadows, and we do have street trees along there. That all adds to the texture and life along the street.
- How well does this precast panel wear?
 - It’d wear like concrete, so indefinitely. The coloring is to reflect the Chazen limestone, the thought right now is one face would be smooth and the opposite edge would be a texture.

- I appreciate the backing off and expanding the glass along University Avenue. I am a little concerned about the Phase II Lake Street elevation. I see the building as a real rhythm and it's elegantly detailed and I'm not sure the lyrical random windows are as successful as everything else. I'd almost rather see as large windows as you could get in those areas, a regular rhythm of windows that are the same size. It just seems that, I'm not a musician, but it doesn't say anything to me. Since we're really looking for ways to activate the street and lighten that up...I don't know that you'll ever get that perspective.
 - Some of what you're not seeing is the actual texture of the metal pieces that'll be toward the back of the building, there will be light and shadow on that as well.
 - Does the landscape wall along Lake Street, does it get higher and higher as you walk towards the lake?
 - The current thought is that there is a foundation wall beneath the precast folds, and that is separate, just a raised curb that follows the grade.
 - How long until Phase III, realistically?
 - We don't know.
- You have such nice lines in here, I'd rather see them as two straight lines, but I think to do that it'd help for a second tree in there, and I'm looking at long-range. And technically you should have trees in here too. I really think this would look nicer with straight lines. If it's going to be more than five years.
- I have trouble with the Lake Street façade. You could address it with windows, but I wonder why you ruled out any access from Lake Street.
 - It's really a security issue and it's considered an egress only component.

But you could connect to your main lobby.

There are considerations for front of house and back of house.

You wouldn't have to reconfigure much internally to make that happen. Just a thought.

ACTION:

On a motion by Huggins, seconded by DeChant, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (5-1) with Slayton voting no.

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 rating for this project is 6.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 704-734 University Avenue

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

General Comments:

- Like how design has evolved, concerned about blank wall on Lake Street (Phase II).
- Activation of Lake Street? Where is this?



City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Master

File Number: 16121

File ID: 16121	File Type: Resolution	Status: Passed
Version: 1	Reference:	Controlling Body: COMMON COUNCIL
		File Created Date : 09/29/2009
File Name: UW Transportation Access Master Plan		Final Action: 11/03/2009

Title: Approving a Transportation Access Master Plan by the University of Wisconsin-Madison to guide the future development of the 700 & 800-blocks of University Avenue and 400-blocks of North Lake Street and East Campus Mall. 8th Ald. Dist.

Notes:

Sponsors: Bryon A. Eagon

CC Agenda Date: 11/03/2009

Effective Date: 11/05/2009

Attachments: UW Music Performance-Chazen Block Concept_9-29-09.pdf, UW response to TE conditions.pdf, Chazen Addition App Letter_08-04-08.pdf

Enactment Number: RES-09-00907

Author: Tim Parks, Planning Division

Hearing Date:

Entered by: tparks@cityofmadison.com

Published Date:

Approval History

Version	Date	Approver	Action
1	09/30/2009	Daniel Bohrod	Approve

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Department of Planning and Community and Economic Development	09/30/2009	Referred for Introduction				
	Action Text:		This Resolution was Referred for Introduction				
	Notes:	Plan Commission 10/19, Council 11/3					
1	COMMON COUNCIL	10/06/2009	Referred	PLAN COMMISSION		10/19/2009	
	Action Text:	This Resolution was Referred to the PLAN COMMISSION					
	Notes:						

6

1	PLAN COMMISSION	10/19/2009	RECOMMEND TO COUNCIL TO ADOPT UNDER SUSPENSION OF RULES 2.04, 2.05, 2.24, & 2.25 - REPORT OF OFFICER	Pass
	Action Text:	A motion was made by Olson, seconded by Gruber, to RECOMMEND TO COUNCIL TO ADOPT UNDER SUSPENSION OF RULES 2.04, 2.05, 2.24, & 2.25 - REPORT OF OFFICER. The motion passed by voice vote/other.		
	Notes:	The motion passed unanimously.		
1	COMMON COUNCIL	11/03/2009	Adopt Under Suspension of Rules 2.04, 2.05, 2.24, and 2.25	Pass
	Action Text:	A motion was made by Ald. Bruer, seconded by Ald. Clear, to Adopt Under Suspension of Rules 2.04, 2.05, 2.24, and 2.25 . The motion passed by voice vote/other.		
	Notes:			

Text of Legislative File 16121

Fiscal Note

No appropriation is required.

Title

Approving a Transportation Access Master Plan by the University of Wisconsin-Madison to guide the future development of the 700 & 800-blocks of University Avenue and 400-blocks of North Lake Street and East Campus Mall. 8th Ald. Dist.

Body

WHEREAS on August 4, 2008, the Plan Commission approved a conditional use permit to allow the University of Wisconsin-Madison to construct an addition to the Chazen Museum of Art at 750 University Avenue, which followed an earlier approval by the Plan Commission on January 14, 2008 of a demolition permit for the former Peterson Office Building on the same site, and

WHEREAS Resolution 08-00772, passed by the Common Council on August 5, 2008 approved the conversion of East Campus Mall between University Avenue and State Street to a pedestrian and bike facility with an agreement with the University of Wisconsin for the maintenance of East Campus Mall, and

WHEREAS Resolution 08-01070, passed by the Common Council on December 2, 2008 approved plans for the restoration of East Campus Mall in accordance with the Permit to Excavate in the Right of Way and an agreement to provide maintenance of East Campus Mall from University Avenue to State Street, and

WHEREAS construction of the addition to the Chazen Museum will coincide with the University's construction of the section of East Campus Mall between University Avenue and the State Street Concourse, and

WHEREAS the demolition of the Peterson Office Building, the construction of East Campus Mall and the Chazen Addition were conditioned upon the University working cooperatively with the City to complete a master plan for the blocks bounded by N. Park Street, State Street, N. Lake Street and University Avenue to address property access, service and street capacity related to future University developments on the block including the Chazen Addition, School of Music Performance Facility and Academic Building, and

6

WHEREAS the City Engineer, City Traffic Engineer, Fire Department and Planning Division have requested that the University's master plan provide:

- a public service court designed for truck turnaround service from North Lake Street to Fitch Court to serve the subject block's multiple buildings and service needs off-street from N. Lake Street to East Campus Mall related to providing alternate access to properties affected by the loss of vehicular access on East Campus Mall and Fitch Court;
- adequate capacity along North Lake Street from University Avenue to State Street for future traffic demands, ingress/egress, parking, drop-off, and service needs;
- drop-off/pick-up plans and designs along University Avenue to serve and replace existing like facilities, and;
- plans for potential truck service and delivery from University Avenue to East Campus Mall to service the University Club and other like situated properties, and

WHEREAS the University has submitted a master plan for the affected blocks that has been reviewed by the City Engineering Division, Traffic Engineering Division, Planning Division and Fire Department and those agencies find the master plan to satisfy their various requirements, and

NOW THEREFORE BE IT RESOLVED that the transportation access master plan prepared by the University of Wisconsin-Madison to guide future access for the 700 & 800-blocks of University Avenue and 400-blocks of North Lake Street and East Campus Mall is hereby approved.

BE IT FURTHER RESOLVED that this transportation access master plan shall be used in the future review and approval of any University development or infrastructure projects or City infrastructure projects.

BE IT FURTHER RESOLVED that the University shall complete a traffic impact study as part of the future consideration of any University development projects in the area governed by this transportation access master plan when required in writing by the City Traffic Engineer.

BE IT FURTHER RESOLVED that approval of this master plan shall also be conditioned upon compliance with the attached "University Of Wisconsin-Madison Response To Traffic Engineering Zoning Approval Conditions Including Transportation Master Plan For Chazen/Music Performance Block, 750 University Avenue," dated July 9, 2009.

BE IT FURTHER RESOLVED that implementation of this master plan shall preserve fire access not only to the proposed/future University of Wisconsin buildings but shall also maintain and improve access to all the existing buildings on this block, such as Pres House, St. Paul's University Catholic Center, the University Bookstore and Chazen Museum and addition.

6

UNIVERSITY OF WISCONSIN – MADISON
RESPONSE TO TRAFFIC ENGINEERING ZONING APPROVAL CONDITIONS
INCLUDING TRANSPORTATION MASTER PLAN
FOR CHAZEN/MUSIC PERFORMANCE BLOCK
750 UNIVERSITY AVENUE
DRAFT 07/09/09

TRANSPORTATION MASTER PLAN:

The following plan responds to comments from the City of Madison Traffic Engineering department and the Plan Commission dated January 7, 2008 regarding the demolition of 750 University Ave. and the construction of an addition to the Chazen Museum. This plan reflects the University's best current understanding of future development of a music performance space and offices on the site and is not based on actual plans or designs. Actual plans and designs have yet to be developed and those plans when developed may require changes in the transportation plan. However, it is understood that any of these changes required would nonetheless meet the City's conditions.

(a) Public service court from Lake St. to Fitch Ct.: The University will provide service access from Lake St. to businesses and other agency buildings on the block. The current plan calls for vacating the portion of Fitch Ct. that intersects University Ave. and replacing that portion with the University-owned roadway that accesses Lake St. along the north side of the current Extension Building. (Also see (f) below.) Land will be dedicated to the city for this access drive at the time of the future development for the Music Academic building.

(b) Additional right of way along Lake St.: With the elimination of parking at Lot 3, and eventually Lot 1 (Memorial Union), the University's generation of traffic along Lake St. will significantly decrease in the future. The biggest generator of traffic and resultant congestion on Lake St. is due to the City of Madison's Lake/Francis St. Parking Structure. The University will dedicate sufficient easement of its property to City right-of-way (approximately 200 feet) along Lake St. from University Ave. north to accommodate the shifting of the southbound right turn lane 10 feet to the west. This shift will, in turn, allow for two southbound through lanes. The exact configuration of this additional right-of-way will need to be determined and its alignment checked with the existing street on the south side of the intersection.

(c) Drop off along University Ave.: The plan and design for an enlarged drop-off area with accessible parking that replaces and improves existing facilities has been approved by the Plan Commission and Traffic Engineering staff. The current plan accommodates charter bus traffic (drop-off and pick-up only) and for three accessible parking stalls for use by event goers in the area.

6

(d) Provisions for truck service from University Ave.: Access from University Ave. to businesses situated on the East Campus Mall and nearby State St. Mall will be provided. Deliveries will be routed via Lake St. to the newly configured Fitch Ct. which will be designed to accommodate the turning movements of WB-50 (semi-sized) trucks. Delivery vehicles will have regular and easy access to the loading docks for the Chazen Museum, the future Music Performance Building, the Pres House Apartments, and the service/fire lane south of those apartments leading to the East Campus Mall. Delivery trucks will also have access to the eastern edge of the mall where it intersects the service lane between the Pres House Apartments and the Chazen Museum. Deliveries may then be hand trucked from that point to the University Club and Pres House vendor. The East Campus Mall will only be accessed by emergency vehicles and authorized service vehicles. No loading or unloading will be allowed on the mall.

(e) Loss of 14 parking meters on N. Murray Street: A separate agreement with the City addressed the loss of these meters as well as the meters at two other campus locations regarding both revenue issues and the provision of adequate public parking spaces. The agreement was approved by the Transit and Parking Commission 07/08/2008. Among other things, the agreement provided for campus meter price increases to make the City's Lake St. parking structure more competitive. Notably, the new performance space planned for this block will increase demand (and revenue) for the City's Lake St. ramp in the evening.

(f) Traffic impact study: No need for a study is seen at this time. Traffic to this block has been substantially reduced by the removal of Lot 3 parking to allow for the development of the Pres House Apartments, the demolition of Peterson and the building of the Chazen addition. The rest of Lot 3 parking will be removed for the music performance space further reducing trips assignable to this block.

OTHER CONDITIONS TO BE FULFILLED (07/09/2009)

Traffic Signal Agreement: A maintenance agreement for traffic signal operation and maintenance has been drawn up by Traffic Engineering regarding the new signal at East Campus Mall and University Ave. The final document is in the process of being signed by the University.

Signage: All necessary traffic control signage (stop signs, no left turn signs, do not enter signs, etc) are included in the design documents submitted for final approval by city staff.

