

Design Review Board

April 16th, 2013

Present: Pete Anderson, Peter Schaudt, and Dan Okoli,

Staff: Bill Elvey, Gary Brown, Ann Hayes, Matt Collins, Megan McBride, and Yemi Falomo

Project Review: Tandem Press

A/E Firms: Continuum- Ursula Twombly and Dan Beyer; Ken Saiki Design- Ken Saiki and Nik Swariz

Client Representative: Paula Panczenko

DOA- Russ Van Gilder

Background:

The A/E team has just been selected, although they have not yet finalized their contract. The project is in the conceptual phase of design and the A/E team will reference a planning study conducted in 2007 by HGA. All aspects of the study still need to be examined and verified.

Currently Tandem Press is located in a warehouse building off campus but they will soon relocate to a temporary space, also off campus, until this project is complete. The new building will be attached to the current Art Lofts building on the southeast corner of campus, east of the Kohl Center.

A/E Presentation and Design Review Board Comments:

- Tandem Press is currently located 2 miles off campus east of the capitol square. This project will locate Tandem on campus and renovate approximately 10,000 square feet of existing space that is part of the Art Lofts building at the southeast corner of campus. The project will also add approximately 5,000 square feet of new space.
- The Art Lofts is housed in a nondescript warehouse building that has been converted and renovated. Tandem Press will renovate part of the same structure as well as part of an existing attached brick building.
- There are a number of edge conditions that this project will have to address due to its location on the edge of campus.
- The project site is relatively close to the East Campus Mall and is east of the Kohl Center.
- There are three components to the Tandem Press project: an administrative component that is around 5,000 square feet; a studio component that is around 5,000 square feet; and a gallery portion that is around 4,000 square feet. (Continuum referenced the configuration laid out in the 2007 programming study completed by HGA).
- There are no parking spaces specifically associated with this project although there is a large university surface parking lot to the north that is currently permit parking for university staff. Consideration will need to be given for a small number of public parking spaces for the new gallery and Tandem Press space as it will be open for public use. They also sell art prints to the general public.

Site Background:

- The 2005 Campus Master Plan and the East Campus Gateway plan has a potential place holder for a future art building and parking garage to the north and east of the Art Lofts facility. The parking garage is currently suggested for land that would need to be purchased by the university prior to development. There is no timeline for either the art building or the parking garage at this time.
- The Madison Metropolitan School District building is located to the north of the site, north of the shared surface parking lot. The north half of the parking lot is owned by the city.
- There is a buried 69 KV electric line that runs from the substation, south of the Southeast Recreational Facility (SERF) building, north of the Kohl Center and cuts diagonally across the northern part of the parking lot site.

- There have been discussions of a total redevelopment of the school district building by a private developer but the UW does not have the details.
- The UW has had many discussions with the people associated with the school district building but the school district representatives have asked that the UW build them a new building somewhere else which is not something Campus can do. Currently it is not a building that Campus finds particularly useful. It is a city landmark building and it has a lot of history associated with it. It was built around 1939 under the Public Works Administration program. The outside is nice but the building was an old elementary school converted to offices.
- The original thought was that the proposed parking structure would help facilitate events at the Kohl Center and replace the surface parking.
- The parking ramp was envisioned with a first floor high bay space which would contain offices and not just spaces for parked cars. It was meant to be a transition building between the campus and the neighborhood to the east. Currently there is no timeline for the garage but it is likely that something will happen within the next five years.
- To the east of the site there are residential buildings.
- The city of Madison is looking at adding a regional transportation facility where the current U-Haul facility and the old train depot are located to the south and east of the project site.

Building Entrance:

- Continuum is interested in the ramifications and requirements of where the entrance will be placed. They are looking at the circulation around the site and how to bring people to Tandem Press. They are just beginning to look into these issues and would like to have some of these discussions today.
- The design team suggested they would like Tandem Press to have a separate and distinct entrance from the Art Lofts building.

Loading Dock:

- One of the biggest challenges to this project is the loading dock and where it will end up. West Mifflin Street terminates at the southeast corner of the site with no option for through traffic. The 2007 program study proposes coming down Mifflin and have a loading bay sticking out to the east.
- Currently Tandem receives items from very large trucks on a regular basis.
- The design team suggested a scissor lift may make the most sense for the dock, although they haven't had much discussion as of yet.
- The DRB suggested if the grade of the loading dock is raised it will contain connotations of back-of-house and it will change the circulation of the area, whereas when the dock is able to remain at grade there seems to be more flexibility around the site.
- There are challenges with the existing parking garage and the apartment building to the south. The project will have to negotiate the loading dock with the apartment's garage access. The design team will have to look into where the public right-of-way is located. Campus stated the city probably won't allow semi-trucks to back into a loading dock off of a public right-of-way.
- The DRB asked whether there would be any advantage in talking with the city about reopening the road that connects to West Washington Avenue and Regent Street. Campus responded that one of the apartment buildings has already been built over the area where the West Mifflin Street right-of-way used to be. It will be very difficult to open access to West Washington Avenue or Regent Street as this would require an additional at-grade crossing over the existing railroad tracks. There is also no room to exit out to West Washington Avenue.
- Continuum is revisiting the program including the loading area so there is a potential that the project would move the loading dock.
- It was suggested that maybe the loading dock should move to the south but there would need to be coordination with the city.
- The current loading dock access is through parking lot 91 from either West Mifflin Street or North Frances Street.

- Currently the Art Lofts has a small loading dock adjacent to the entrance with a scissors lift but it would be very difficult to get through the Art Lofts building to the proposed area for Tandem Press if developed per the HGA plans.
- The Art Lofts building uses North Frances Street as their loading area.
- The DRB mentioned that it would be unfortunate for the project to duplicate elements such as the loading dock. They suggested that it might be worth taking a look at the route that items could come through the Art Lofts building and into Tandem Press.
- Tandem has deliveries every day with semi-trucks coming multiple times per week. Tandem would like to plan for the future and be prepared for a potential increase in deliveries.
- The design team stated they can't alter the occupied portion of the Art Lofts building.

Entrance:

- Tandem would like an entrance with a presence. Continuum is looking at ways in which they can visibly pull the East Campus Mall to the entrance of Tandem Press. Tandem Press wants to increase the number of events they hold, so creating a viable entrance is important.
- The DRB suggested they think the proposed entrance in the HGA programming study is in the wrong location and that it should be located closer to the campus (northwest) side of the building.
- Tandem Press said they wanted an entrance that goes through the gallery.
- The board stated it would be nice to have the gallery near the Kohl Center so thousands of people could see through the building and draw them into the space. The entrance to the gallery intuitively wants to be to the north for this reason.
- A major addition and entry on the north would likely displace surface parking that will need to be negotiated with Transportation Services.
- The DRB would like to see the entrance be like a front porch.
- The idea of moving the gallery to the north and the loading dock to the east is intriguing but it may be breaking some of the constraints of the site. There also is a chiller to the north that would need to be relocated.
- Continuum will do a program verification to see if the needs are the same as they were in 2007.

Project Site:

- Campus stated that the initial intent was that there would be a sculpture garden between the proposed art building and the proposed parking garage that would enhance the Art building, the Art Lofts and Tandem Press.
- The DRB stated that the proposed art building seems to cut off the main front access to the Kohl Center. They believe the gravity of a gateway is a diagonal space that creates strong connections but they thought the proposed art building was an isolated idea.
- Campus stated there is a proposed breeze way that runs through art building to create that connection. It's important to note that there is no plan for the art building at this point. There are only concept plans done at a master plan level.
- The DRB suggested that there should be some thought to the whole site so that the project can make the right decisions for Tandem Press.
- Tandem Press is one of three professional presses in the United States and they are 85% self-supporting. They are included in events and they are able to compete nationally. For its design, the founder wanted to create a wow factor to avoid artists thinking they were going to work in a classroom. This notion has probably created a discussion focused around key contacts such as the community, collectors, and museums around the world, but what really is the key to running the press is the ability to bring in great artists. A lot of discussions prior to this have been driven by the studio. There is no public participation in the studios but there are supervised tours. The design team suggested they will work with the existing building to get some of the height and wow factor for this project.

- The project is about edges. It is on the edge of campus, and on the edge of the Art Lofts building, and it's on the edge of the academic setting so the design team has to think about how they are setting up a dialog.
- Whatever happens in this project sets up the discussion for the future; the circulation, the presence, and the connection to campus. The solution may not be literal but rather a gesture that draws people in.
- The DRB urged the project to draw Tandem Press in relation to the proposed building because the project may have influence on what happens in the future.
- Continuum asked to get more information on the proposed art building but Campus stated the concept plans Continuum have, are the furthest the drawings were ever taken.
- The DRB urged the project to place the 2007 programming study aside and look at the project with a fresh set of eyes. The project should not limit what they can do but leverage what may happen in the future, even if the funding doesn't currently exist. The DRB believes it's important to set the stage for future development at the same time as meeting all the projects needs.
- Ken Saiki believes the east side of the site has a lot more potential than has been discussed. He stated there is a path, that runs east west behind the site, that brings a lot of people to events at the Kohl Center. There also is a potential for a new transit hub and a new development to the east that is being discussed. There is opportunity to look to the east as an outreach to the community. There is a different edgy quality that the project can embrace to the east. Maybe it could become an artist realm.
- There is the town force from the east and a university force from the northwest so the area around Tandem Press should be dynamic as the resultant of the two forces. It seems that the area is less of a gateway and more of a passage.
- Tandem press can build its awareness before the art building comes into play, down the line.
- The DRB finds this project fascinating due to the use, the relationships of spaces and the relationship to the surrounding buildings. They believe there is a lot to this 15,000 square feet project.
- Continuum should have their contract within a week or two.

Design Review Board Summary:

- It seems there are issues of circulation for loading, access by the public, and future relationship issues with the potential art building but it's hard to comment without knowing the internal program of Tandem Press.
- The project should take a global view of the space in context of what will happen in the future.
- All the functions need to be addressed; the overall mission of Tandem Press, the connection to the community, pedestrian access, etc.
- There are two forces that are important to this project with the building at equilibrium. It's not an either or solution but about giving presence to the city and providing connections to the Campus.
- This project has impacts greater than its size and budget.

Design Review Board

April 16th, 2013

Project Review: UW Hospital Ramp Expansion #12B1K

A/E Firms: Graef – Dewy Hembra and Jason Gross; Eppstein Uhen Architects- Jonathan Parker, Paul Raisleger, Parker; Ken Saiki Design- Ken Saiki and Nik Swariz

Client Representative: UW Transportation- Patrick Kass and Gordy Graham

DOA- Tim Luttrell

Background:

The Hospital Ramp Expansion project is in the Design Development phase and is presenting to the DRB for the third time (the second time with the current design team). The scope of the project includes an addition to the existing ramp and consideration of the site around the ramp.

A/E Presentation and Design Review Board Comments:

- The comments at the last meeting were focused around the entrance experience both along Highland Avenue and closer to the hospital entrance near the hospital canopy. There were comments related to pulling the hospital entrance drive forward at the northwest corner of the site and providing a larger more defined green space. There also was an interest in adding some design elements to the entrance area under the hospital canopy. Ken Saiki and his design team are currently looking into and addressing these issues on another project for the Hospital.

Project Site:

- One of the big changes since the last meeting is that the project has eliminated the north addition and added one and a half bays of parking to the south, instead of the originally proposed single bay.
- The entry sequence begins with two full lanes that are used as valet and drop off. To the south of these two lanes is a median that acts as a wayfinding spine with hospital signage.
- There will be two large wayfinding monuments; one located at the northeast corner of the garage along Highland Avenue and the other located at the west end of the median. To the south of the median there is an additional two lanes of traffic to enter into the parking garage. These two lanes are able to accommodate 18 cars stacked up without disrupting the flow of traffic to the hospital entrance drop off.
- Further south of the two entry drive lanes is a long pedestrian path that will bring people to the front entrance of the hospital.
- The project has also incorporated ample green space on the north side of the site for trees and other plantings.
- The design team has identified the northwest corner of the site as a staging area for a crane. The hospital stated they have limited means of accessing the roofs for maintenance except in the currently proposed area.
- The hospital would only use the crane a few times a year.
- To the south of the crane staging area the project has added a bypass lane so the crane work will not disrupt the flow of traffic into the hospital when a maintenance project is necessary. Currently the hospital said they are able to maintain one if not both lanes of traffic when a crane is in place but the project has designed their plan for the worst case scenario.
- The bypass lane will act as a sidewalk when it is not being used for cars, however the material is still being discussed among the design team.
- There is a steam tunnel and a hydrant sandwiching the bypass lane. Campus inquired as to whether the hydrant was the only thing restricting making the bypass lane wider.
- The DRB inquired as to why the bypass lane couldn't be the main road. The design team stated that at peak times the valet and drop off lanes get backed up and need two lanes to operate instead of the single lane that is currently proposed as the bypass lane.

- Campus suggested that moving the hydrant should not be a big deal if that was the only limiting factor for not moving the main drive lane.
- One concern with softening the main entrance corner, in a similar manner to the bypass lane, is that the 90 degree turn slows down traffic and makes the entire area much safer.
- There are two check-out booths at the east exit on the first floor of the parking garage as well as a two lane exit for card holding employees on the north side of the ramp.
- Campus inquired as to the traffic issues at the east exit turning left onto highland. Transportation Services said the study showed minimal traffic taking the left turn at the east exit onto Highland Avenue.
- Questions were raised from the perspective of the patient coming to the hospital and with them easily getting confused by the 4 lanes, two going each way, at the north side of the ramp off highland. It was suggested that it might be helpful to increase the space between the two directions of traffic. Transportation Services stated the two lanes were necessary to control the flow of over 2100 potential cars parked in the ramp.
- The project is aware of the potential traffic confusion issues and they are addressing these issues by providing proper signage and by extending the median on the north side of the ramp to better direct traffic.
- Signage needs to be very instructive; in fact the DRB would suggest a banner or something distinct for signage. It was commented that hospital entrances are similar to airports and that the same kind of signage might necessary. There should be two sets of signs one towards Highland Avenue for parking and one towards the hospital canopy for those using the valet and drop-off area.
- The project has also incorporated a lane of traffic for those who will not enter the ramp. This lane wraps around the south side of the ramp and exits at the east side of the ramp. The project had to maintain fire access in this area so they had to adjust the south ramp down to a half lane. If the project would have made the south side of the ramp a full lane then the south façade would have only been 10% open due to fire code. Essentially the ramp would have had a shear blank south wall which the design team did not like.
- The DRB is happy with the decisions made on the south that benefit the north side of the site.

Landscape:

- There is currently no image that shows the trees and other plantings in the area.
- It was stated that there is a lot of landscaping that isn't being shown in the current drawings that might soften up the perspective of the stairwell.
- There are two dry infiltration basins on the north side of the ramp.
- It would be nice if the design team could include images with plants and have the DRB review and provide comments on the images. The project doesn't have to come back to the DRB to present these images; they can simply be sent via email for review by campus staff.

NW Corner of the site:

- The Board would like to see some type of architectural feature extend outwards from the current Hospital entrance to grab visitors attention and call out the space as an entrance. It could even be something similar to the canopies at airports. The design team stated there are plans for a sculptural feature to be places on the northwest corners green space.
- The Board suggested making the northwest corner a different type of paving other than asphalt as a means to create a plaza area.
- To whatever extent the project can, it would be nice to create more of a defined differentiated space at the northwest corner of the site. It needs something to clarify the geometry of the space.

The Ramp Structure:

- Brick will be used at the column points to mimic what is happening on the hospital façade.
- The spandrel panels will be made of precast with an acid etch or a sandblast with some reveals worked into the façade.

- There are some precast trim pieces and some brick reveals to create shadow lines along the façade.
- The triangular elements have been discussed at length. At first the project wanted to get rid of the elements however they found out that the aggregate stops behind the elements and there is simply smooth raw concrete in its place. In some places, Graef stated, the elements may be structural. Campus stated that the elements were originally built to reference back to the angles of the hospital building. The removal of the element would also be quite expensive.
- The Board likes the truncated brick pattern.
- There is no elevator on the SE corner of the ramp.
- The project should provide material samples before materials are ordered. These could be presented at the contractor mock up review.
- It was stated that this project will be Bid in the spring of 2014.

Snow Chute:

- The project has added a snow chute on the east façade near the exit of the ramp with a working pad. The inside of the snow chute will be painted to match the outside.
- The board stated the snow chute is a lost design opportunity and it might be interesting to be more circular. It might be nice if the form was different than the stair towers. There were discussions as to whether this would make the element stand out from the rest of the rectangular elements.
- The design team wanted to be clear that this ramp will stay open through the duration of the project so part of the challenge is to expand in two directions without cutting off access, and compromising code issues. Phasing will be a critical part of the project so allowing elements to be precast is essential.
- The snow chute needs to have breaker bars but then it might mean the element would have to be cast in place instead of a precast element.
- There is a colored mortar so the project would match the existing color.

Northeast Corner of the Ramp:

- The project is removing the current corner stairwell triangular element and adding more glass at the stairwell for security purposes. They are also adding an elevator to this same corner. The idea is to create a gateway to the hospital.
- There is a lot of grade change at the northeast corner of the site so the project has also added a ramp to make the area and stairwell accessible.
- There also is a canopy at the northeast stairwell entrance that will also contain some signage and help direct pedestrian traffic.
- Not all the users to the ramp will be going to the hospital, so the stairwell on the northeast corner has been specifically placed to accommodate all users.
- The elevator will be glass backed so it will allow more visibility in to the elevator cabs for safety.
- The glass at the northeast stairwell would be a tinted gray glass. The window mullions would be a light bronze or a Champaign bronze. The project did not bring samples to the meeting.
- The board would like the northeast corner to be softer and potentially more glass.
- It was suggested that all the towers might be nice if they were round. The design team stated if the towers were changed to become round then the cost would go up considerably. The sequencing of the project would also be affected.
- It might be nice if the brick on the east side of the stairwell could be glass.
- At lot 76 there is a glass backed stair and a glass backed elevator and you don't see the solid sides of the elevator from the main road. In other words the configuration of the stairwell at lot 76 is slightly different than that proposed for the hospital ramp. One of the reasons for the reversal of the stair and elevator in the hospital ramp is that if the elevator was turned the glass would be facing east and the project team thought this would not provide as much visibility as having the glass on the north façade, from a safety standpoint.

- The design team suggested the DRB should think of what buildings are around the ramp and what views the project wants to see looking from the ramp and looking to the ramp.

Design Review Board Summary:

- The board wants to thank the design team for all the work and responses to the many difficult issues that have come up in this project.
- The Board appreciates the decision to leave the north façade alone.
- There is no need for this project to come back to the DRB. Any communication after this meeting can be conducted through email.
- At some point Campus would like the project to have a conversation with the hospital in order to incorporate some of their design elements from their hospital entry project and signage project into this ramp renovation project.