Facilities Planning & Management
UNIVERSITY OF WISCONSIN–MADISON

MEETING NOTES

Meeting Location:	Virtual	Project/No:	Design Review Board – February 2024
Date/Time:	2/20/24 – 9:00am	Re:	DRB Meeting Notes
Notes By:	Janine Glaeser, UW-Madison FP&M, CPLA	File:	P:\SHARE\Design Review Board\2024 MEETINGS\02-20-24 MTG\

Agenda (virtual):

9:00-10:00am: UW Health D2 Module Expansion Project, Design Development Presentation
Michael McKay, UW Health

10:00-11:00am: Lakeshore Path Limnology Bike/Ped Bypass Route (22A2N), Preliminary Design Presentation, SEH, Manny Tarin III, FPM PM

11:00-12:00pm: Lot 67 Solar Photovoltaic (23B2J) Advanced Plan Study Informational Presentation
Pierce Engineers, Manny Tarin III, FPM PM

Committee Attendees:
Heidi Natura
Mary Czynszak-Lyne
Kevin Firchow
Rafeeq Asad
Terry Steelman
Lindsey Stoddard Cameron
Ex Officio: Aaron Williams
Ex Officio: Peter Schlecht

Williams shared a Statement on Indigenous Lands.

DRB #1 – UW Health D2 Module Expansion Project, Design Development Presentation
Michael McKay, UW Health

Attendees:

- UW Health Michael McKay, Mark Premo, Katrina Lambrecht
- EUA: Ed Anderson, Rob Beisenstein, John Ford
- HKS: Rupert Brown, Darin Couturiaux, Nick Savage
- D'Onofrio Kottke: Dan Day, Matt Saltzberry, Dan Singer

- JP Cullen: Tom Pertzborn
- Gabe Mendez, UW Transportation FP&M
- Jonathan Bronk, Landscape Architect FP&M
- Brent Lloyd, Interim Director Real Estate Development & Administration FP&M
- Lexie Baslington, Administrative Assistant FP&M
- Ginny Routhe, Assistant Vice Chancelor Project Delivery FP&M
- Paula Veltum, Assistant Vice Chancelor Real Estate FP&M
- Brenda Gonzalez, Director of Community Relations, UW-Madison
- Sadie Derouin, Office of Sustainability FP&M

Preamble:

Williams:

The D2 Module project will add approximately 101,500 square feet to University Hospital, organized around the existing site module system. The D2 module has an approx. footprint of 14,600 square feet and this addition is proposed to be 6 floors (Level 1 –6) with a fully enclosed mechanical penthouse on level 7. The proposed D2 Module addition to University Hospital is included in the UW Madison Campus-Institutional District Master Plan. The new building is internally connected to the existing hospital (no external/new entrances) and will be served by the existing parking facilities. UW Health is the primary teaching affiliate of the University of Wisconsin School of Medicine and Public Health. In 1996 UW Hospital and clinics was reorganized as a public authority. Seeking a recommendation for approval.

Presentation:

McKay and team:

- The project team introduced the project details, including schedule, scope, and site location.
- The project proposes a new 101,500 sf six story healthcare facility addition to be LEED 4.0 Certified
- The D2 site will maintain existing vehicle and pedestrian circulation.
- New Building access for the public is internal and staff entry is northeast building corner.
- Stormwater will be handled via a raingarden and bioretention area within the available open space also functioning as a staff respite area.
- Design guidelines reference materials options for the Health Sciences Neighborhood.
- The proposed exterior design is less than (I prefer writing out less than…since I'm one of the people in the world who confuses the less than, greater than symbols) 10% vision glass and will be a high-performance building.
- The new building will be metered separately so the UW Health Sustainability team can monitor.

DRB Comments Summary:

Schlecht:

1. Concern was expressed about the large, glazed corner element and vertical expression and whether it can fit within the existing horizontal context.
2. It is difficult to understand the building's exterior scale and the expression of the interior program.
3. Confirm light scatter is not going into the adjacent neighborhood.
4. Consider how existing context and new building can come together.
5. Concerned was expressed for how the A-3 ground level windows and exterior are treated and impact the pedestrian experience.

6. Consider adding trees and moveable furniture within the lawn of the respite area like. Soften and make landscaping less formal. Consider native plant materials, pollinator habitat plantings. Review kasota stone challenges and look at maintenance and resiliency. Add biomass.
7. The signage package for this building will be internal, not external.
8. The separate metering for sustainability is appreciated.

DRB #2 – Lakeshore Path Limnology Bike/Ped Bypass Route (22A2N), Preliminary Design Presentation, SEH, Manny Tarin III, FPM PM

Attendees:

- Darren Fortney, Mark Mickelson, and Wayne Wambolt, SEH
- Peter Kolaszewski, DFD PM
- Manny Tarin III, FP&M PM
- Patrick Kass, Transportation FP&M
- Gabe Mendez, Transportation FP&M
- Dar Ward, Transportation FP&M
- Monet Hutchins, Hasler Laboratory of Limnology
- Jonathan Bronk, Landscape Architect FP&M
- Brent Lloyd, Real Estate FP&M
- Lexie Baslington, Administrative Assistant FP&M
- Ginny Routhe, Assistant Vice Chancelor Project Delivery FP&M
- Paula Veltum, Assistant Vice Chancelor Real Estate FP&M
- Brenda Gonzalez, UW Gov't Affairs
- Sadie Derouin, Sustainability FP&M

Preamble:

Williams:

This project proposes site modifications adjacent to the existing Hasler Limnology Laboratory Building to improve bypass safety for bikes and pedestrians around the building, connecting the Howard Temin Lakeshore Path with the Memorial Union Terrace and bicycle routes to the south and southeast via N. Park Street. Earlier designs shared at the September 2021 DRB proposed to construct a new pedestrian and bike path bridge adjacent to the Hasler Laboratory of Limnology. The project team has since revisited earlier studies and further investigated the two bypass options being shared with the DRB today. Seeking design direction on preferred alternatives including design approach to wall.

Presentation:

- The proposed project is a redesign of the path from a bridge to a bypass route.
- There is an existing memorial that will remain and be protected on the site.
- Two bypass options were developed and are similar in cost. The main difference between the two options is the treatment of the parking lot.
- Concept 1:
    - The loading zone is on the north side of the trail.
    - There is a turnaround circle for vehicle traffic.
    - This route pushes the trail further south, resulting in a bigger retaining wall and reduced parking lot (5 stalls.)

    - There is a Steep hillside south of limnology and we must be careful with disturbance.
- Concept 2:
    - The loading zone is on the south side of the trail and the trail is closer to the building.
    - There are more parking (15 stalls) and more green spaces within the lot.
    - The retaining wall sections show the trail relationship to building and hill slope.
- The review of retaining wall options shared an example of a modular prefab wall.
    - There are challenges with the new retaining wall impacting the existing slope.
    - Modular block is most economical, has options for texture/color, allows for smaller equipment in constrained space, and allows for reduced vibration and disturbance to Limnology.
    - There is an existing water line under this area, thus no sheet drive wall or piles.
    - We will need to add temporary shoring during construction.
    - Excavation could run up to 120 feet back from building excavation and will depend upon stability of existing slope. The project will stay away from Story Tellers circle on top.
    - Wet cast block units are more resilient.
- The project has an aggressive schedule and would like to come back to DRB in May, bid in July, start construction in 2024, and complete in the spring of 2025.
- Stakeholders and Transportation have chosen Concept #2 because it is more consistent with how the site is being used. Further refinement for concept 2 shows boat storage increased to accommodate Limnology needs.

DRB Comments Summary:

Schlecht:

1. Option 2 is the preference to move forward with.
2. Consider long term strategies for site and how impacting the hill slope.
3. Consider the materials of existing building and how it relates to the new wall.
4. Provide building and site cross sections for the next meeting.
5. Increase permeable pavers and look at runoff.
6. Provide more details on potential increase for emergency access to path.
7. Review slivers of parking landscaping spaces and consider what plantings could survive and are easy to maintain.
8. Native plantings are important for stewardship of watershed.

DRB #3 – Lot 67 Solar Photovoltaic (23B2J) Advanced Plan Study Informational Presentation
Pierce Engineers, Manny Tarin III, FPM PM

Attendees:

- Ron Bernhagen, Pierce Engineers
- Jonathan Hoeltke, HGA
- Mike Barnett, HGA
- Danny Kraft, Quest
- James Keane, Quest
- Tim Luttrell, DFD PM
- Manny Tarin III, FPM PM
- Patrick Kass, Transportation FP&M
- Gabe Mendez, Transportation FP&M

- Dar Ward, Transportation FP&M
- Jonathan Bronk, Landscape Architect FP&M
- Brent Lloyd, Real Estate FP&M
- Missy Nergard, Sustainability FP&M
- Nathan Janda, Sustainability FP&M
- Lexie Baslington, Administrative Assistant FP&M
- Ginny Routhe, Assistant Vice Chancelor Project Delivery FP&M
- Paula Veltum, Assistant Vice Chancelor Real Estate FP&M
- Brenda Gonzalez, UW Gov't Affairs
- Sadie Derouin, Sustainability FP&M
- Liza Waters, Sustainability FP&M

Preamble:

Williams:

The advanced plan investigated the feasibility of installing a solar photovoltaic (PV) panel canopy on the existing Linden Drive Parking Ramp – Lot 67. The project goal is to generate and possibly store energy to reduce electric utility costs and peak load charges. The study investigated the engineering and the utility business model as a pilot for this structure with application to future parking structures or other capital projects.

Presentation:

- Phase 1 work looked at technical and financial feasibility.
- The site is in the near west campus neighborhood and next to Meat Science.
- The solar panel and structure system is designed to be below 68' which is the tallest part of stair tower. The existing structure is designed for an additional 6th floor plus PV system.
- The design team confirmed the structure can handle the addition of PV system.
- There are challenges working with the existing precast system and connection for the new frame system to the top of walls.
- The team reviewed multiple layouts and decided to cover most of the area, but not the drive lanes. A longer span would've needed more framing. This layout was most cost effective.
- 3d views show the relationship of the new system to the existing and adjacent buildings.
- The new structure will be galvanized steel and integrated with the existing parking layouts. The design had to consider parking and vehicle heights/paths. Each column is independent.
- The new solar array is 450 kW, equivalent of the electrical consumption of around 70 houses. The estimated cost is $5 per Watt, which comes to about $2.2 M, before incentives. Incentives are estimated to bring the cost down to roughly $1.5M.
- The team also reviewed battery energy storage feasibility. This is not required, but we looked at where a battery could go. The plan shows a potential location near the ground between lot 67 and meat sciences, adjacent to the snow shoot. This is not finalized.
- Electrical interconnection to the grid will be fed from Meat Science building (sub panel). Tying into meat science transformer. We've shifted the conduit to the south of the rain garden. Though the conduit is shown on the exterior in this view, we are exploring internal routing.
- We have more details to study, including how water is draining off panels and snow shedding,

DRB Comments Summary:

Peter Schlecht Summarized the comments:

1. The design integrates well and adds a level of sophistication. Look at structural components, keep them simple elegant and well designed.
2. Confirm the capacity for snow loads and ensure this is designed to meet code.
3. Support the idea of putting solar on top of structures, it is better than greenfield sites.
4. Provide more information on ownership goals and how they align with our sustainability goals.
5. Provide more detail on how the structure is connected to deck.
6. Provide more information on the battery energy storage system.
7. Consider including an educational component.
8. Concerned was expressed about the external mounting of conduit. A request was made for finding a way it can be internalized and has less impact on exterior.
9. Confirm there is no glare impact on neighboring buildings.
10. Provide more detail on structural components. The final design needs to look like images being shared today.
11. Consider providing EV charging opportunities. Make connection between the system and EVs.
12. Further study the prevention of bird nesting within the new canopy system.

NEXT MEETING is March 19, 2024 beginning at 9am and the location will be in person at 21 N Park room 1106.

Tentative Agenda Items Include:

- Engineering Academic/Research Building
- Preserve Master Plan
- Vilas Hall accessibility Renovation
- Possibly D2 module

These notes are what the writer understands of the proceedings. Please contact or email any changes to the writer within 5 working days if not in concurrence.