

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: July 18, 2018

TITLE: Major Alteration of 200 South Pinckney Street (Block 88 & Block 105) – Judge Doyle. 4th Ald. Dist. (45612)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Janine Glaeser, Secretary

ADOPTED:

POF:

DATED: July 18, 2018

ID NUMBER:

Members present were: Richard Wagner, Chair; Dawn O’Kroley, Lois Braun-Oddo*, Tom DeChant, Christian Harper and Amanda Hall.

*Braun-Oddo recused herself on this item.

SUMMARY:

At its meeting of July 18, 2018, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for a major alteration to Block 88 and Block 105, Judge Doyle located in the 200 Block of South Pinckney Street. Registered in support of the project were Natalie Erdman and George Austin, both representing the City of Madison; Jim DeStefano, Meghan Dyer and Sabrina Tolley, representing City of Madison Parking Utility.

Erdman gave an introduction, noting they were in front of the UDC a month ago with this major alteration to Block 88. She gave a review of the project history and where we are today. Due to change in transaction with the developer, they can no longer assure apartments above podium parking. The City is proposing a redesign with parking only that the Parking Utility would own and operate. Though next to the Madison Municipal Building, this should be more modern and contemporary. The parking above grade could stand alone there for some time. They are looking at phasing the SIP, with the first phase being parking and the second phase a future use above that parking. The Landmarks Commission found that the parking structure was neither too large nor visually obtrusive to the Madison Municipal Building. The team has also met with the neighborhood, most of whom are now more satisfied. There were questions about materials and how they meet the ground, with more positive feedback.

LVDA reviewed updates to the site plan, dealing with the fenestration and the enclosure of the garage. The plans haven’t changed with the exception of two areas. In the process of developing the fenestration, they brought the glass which was outboard of the column to the inboard side of the column for relief along the sidewalk, also exposing the glass to the retail areas. They listened to the staff comments, the real issue was to develop a project that stands alone but could be compatible with the MMB and allow for the expansion of a tower in the future. They came up with two schemes that batten (varied for articulation) that screens the garage while letting air flow through with a 2-inch space between. Scheme A shows the base as white precast concrete. The entrance is defined with a panel of white spandrel glass to be delineated. Doty Street will have access to the

upper levels of the garage, with delineation of the entrance with the bicycle center located at Wilson and Pinckney Streets. The two book ends will be clad in the battens. The batten system will wrap around the MMB elevation. The second scheme shows similarly expressed entries with white spandrel glass with screening. The batten system comes down to the ground with a granite base. Views of Wilson and Doty Streets were shown.

Comments and questions from the Commission were as follows:

- Good response, the building seems like it could stand alone. Like Option B, simpler than Option A. Pedestrian entrance gets lost in A – emphasizes the vehicle entry.
- Do you have a batten material here?
 - Yes, have the color and details. See full-scale section – showing the scale and ins/outs – short; long. Color samples and detail presented.
- Cliff provided comments via email. Some go back to last meeting. “Take it a step further and make wall facing MMB a live wall.” There is opportunity to extend a green wall. He also mentions the concept of introducing some solids behind the wall.
 - It’s a concrete structure, but also looking at some painting.
- That’s one long expanse facing MMB. Can we get something green there? Provide more context of your neighbor.
 - They’ll read it in two sections. There are the punched openings in the corners. You’re never going to see entire elevation.
 - Green wall may impede ventilation. There’s a loading dock and bike entry.
 - Concrete to concrete – not much space to allow for landscaping.
- Look at the property lines and get some green in there.
- A question re: curved glass segment. Hesitant approving 2 floors of glass with the implied progress being several more floors of that same construction. With a lapse in time they may not in fact be the same detailing; I’m tempted to put a condition that the next phase may require rebuilding if that glass wall is going to be a big feature in the future.
 - We wanted to maintain the curve on Pinckney Street.
 - If someone comes in with different design in future, we will revisit the curved glass wall.
- I love how this design dresses up the façade, the design is much richer in texture. Much improved. Nicer looking parking garage. I don’t think it’s perfect just yet. Sharing family of colors, those are timeless, but cold. Hesitant to use something so cold, using rich textures, can we warm up the tones.
 - Sure. One of the issues is if we get too wild with colors, it interferes with MMB. We maintained simple colors so as not to intrude. Last time we had limestone, it was warmer – but it didn’t work. Hesitant to go too warm. Battens can be warmed up a bit.
- Battens are what I was referring to – that’s fine.
 - We can look at other options.
- Yes, we’d like to see more color options, but need to be cautious so it is not dated or competing with MMB.
- Between the two options, I like the wider white spandrel that expands over the doors. Concerned about durability of battens at ground level. It will be very exposed to a lot of traffic. Durability is concern.
 - Valid comment. This is also a commercial space. We could take the batten system and make a transition at the lower level.
- That might be a solution, or spacing of battens at the bottom. Don’t need the free air space at bottom. Worth looking at.
 - We heard a preference for Option B versus A.
- The car entrances shouldn’t be a feature. Stone panels emphasize too much. Like doors in wider panel.
- I like the corner and top contrast and color.

- Yes, agreed –that can be at retail.
- Agree with Tom’s comment about the doors with wider read, it’s more successful.
- Wider element reads better.
- I like A. I like the dynamic nature of it, I agree with the excellent corner piece.
- I like A better. Too much batten on the other one. Thought about durability issue as well. Thought it tied in better with MMB. That elevation seems to work better.
- Show both Doty. Where solid and battens meet – maybe the last batten is a signage band.
- Parking side – think about how stone turns the corner. The doorways get sort of lost on this side.
 - They would prefer the door on the corner.
- Goal is to get pedestrians into the right location safely.
- Good response.
- Can you extend stone wall further than what is shown?
 - Function of clear area needed for garage.

ACTION:

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