

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: January 25, 2017

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

REFERRED:

REREFERRED:

REPORTED BACK:

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ADOPTED:

POF:

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Members present were: Richard Wagner, Chair; John Harrington, Cliff Goodhart, Tom DeChant, Richard Slayton, Lois Braun-Oddo, Rafeeq Asad and Dawn O’Kroley.

SUMMARY:

At its meeting of January 25, 2017, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** for the development of Block 88 and Block 105, 200 South Pinckney Street, “Judge Doyle.” Appearing on behalf of the project were George Austin, representing the City of Madison; J.P. Beitler III and Paul Beitler, representing Beitler Real Estate Services, LLC. Appearing in support and available to answer questions were Duane Sohl, Mary Ann Van Hook and James R. Destefano.

Austin gave a brief overview of the history of these two blocks between the Capitol and Monona Terrace. When underground parking is completed, the City will remove the existing Government East parking ramp and a hotel and additional apartments and retail will be constructed on that block.

The City of Madison had caveats to their RFP: no TIF money, a new public garage and a 250-key hotel. The thought behind design was taken from Monona Terrace; take it from a horizontal condition and bring it vertical. Block 88 will be first and be the location of the new public parking garage, all below grade. That gives the City the ability to have the two properties above grade be developed. Everything below grade will be separate from above grade; they will not share parking, elevators or ingress/egress. As you come up the building there is a transfer slab allowing them to put apartment units on top of the structure. Elevators will bring you up to either exit on Wilson Street or Doty Street from the public parking garage. Beitler presented images of the buildings, circulation and floor plates. Limestone will be used along the base of the building to tie in with surrounding older buildings. Block 105 will be residential and hotel with underground parking. For the hotel there would be one penetration on Wilson Street for the loading dock. A guest would enter on Pinckney Street to the lobby.

Alder Verveer reiterated that the team has worked closely with the City, neighboring property and business owners and the neighborhood group. He noted the issue with the driveway width being in conflict with the Zoning Code in the Downtown Core District. Firchow responded that it is yet unknown what kind of zoning this project will move forward under. If done under the current zoning, there is a code requirement that relates to the building width as far as driveway openings. Traffic Engineering is requesting 3-lanes.

Comments and questions from the Commission were as follows:

- It looks great. I am concerned about the space between the hotel building and the residence to the east, how close that is.
 - The closest point is about 30-feet, then they curve away from each other. By bending the buildings we created a better separation, and the curve now embraces the neighbors here.
- I want to commend you on the green roofs, I hope they stay in there. I am concerned looking at your shading studies, on Pinckney Street it looks like it's going to be shaded quite a bit of the time; with ice cover and so forth that gets to be an issue. And in between the two buildings will be shaded for sure, so I'm concerned partly with ice on the road and sidewalk, but also for growing vegetation. I'm not sure how you're going to do that particularly in that area. That will have to be studied very carefully.
- I like the idea of the bikers going through there, the sculpture fits Madison. I'm not as convinced the water feature is going to work unless you can figure out a way for it to look nice in the winter. If it's going to get covered up like most of our fountains in the winter then that's not going to work.
- The trees moving along there, I want to see them there but I'm not sure if that arrangement is quite working for me or not. Maybe you could cluster them towards the ends and make it more open to emphasize those entryways.
- I very much want to see this development downtown. I very much appreciate the creative thinking to get this developed. It feels like you've had about 100 meetings talking about cars, and this is designed for cars. The art is given to the cars (the art in the center of the street), and the addition of private drives against historically listed buildings, I can't imagine it is the most appropriate treatment against those buildings. As a pedestrian walking along Wilson Street, I understand we need three bays for traffic access, but we have bays for the public parking, bays for the private parking, bays for the hotel, I think the parking needs to be looked at more holistically. As a person in a vehicle I don't know which drive I'd enter, but more importantly this is being built for the streetscape and for the City and for the public, and this should be a nice walk along Wilson, and a nice walk along Doty that contributes to an active storefront level, a transparent storefront level with activity. Even the setbacks are so intentional with the curves as though there's luxury of space in the footprint, but the setbacks against MMB are apparently pushed to the lot line and I don't know what the thought was behind that transition, going from the large lot of MMB to this lot line development. I really struggle with that, this is not an environment that supports someone walking from the Terrace to the Capitol, which is what it should be contributing to.
- The grade level access on this sloping Pinckney from Doty to Wilson, it looks like you've done different slab levels? On the other side (hotel side) it looks like there's only central access with a bar/restaurant proposed at the two ends of the building. Could they have street access?
 - Right now the design calls for one central entrance point to the hotel, and once you're in the ground floor you'd go left or right, on a single slab level.
- I understand your explanation of how the datum was set and the materials that respond to the MMB, but this building is so much more closer to the street and when I look at these actual elevations, the openings are monumental and in a lot of cases it's garage doors or louvers or even spandrel glass right along the street, so I think there's some level of refinement along Wilson and Doty that should occur. And as you're walking on the other side of the street you're going to see 35-40 feet of spandrel glass on the first apartment building there, and I think there may be other ways to control headlights. Maybe some different articulation. Is there an opportunity to use those different functions and define the expression of that façade with a bit more texture.
 - The opening for the public garage is dictated by the City. With respect to the area here for the only above-ground parking area, there are different alternatives. We're showing spandrel glass as an example; there's frosted glass, fritted glass, those probably are the three we've studied. It becomes what is best at first concealing cars, and then second transitioning up to the vision glass.

In response to your statement we can explore the alternative to spandrel glass and see how that would speak with the rest of the building.

- There's cars back there, so express that. We've seen a number of different ways with a combination of things. These two buildings they open and then embrace the street, and then the third apartment building feels like you had one left over and you put it over there. It kind of diminishes the composition and relationship of the first two buildings by having a cookie cutter version and putting it right back behind the hotel. I think there may be an opportunity, even with the curve, to give it its own expression or some variation of the first two. And also the way it brings its corner and pushes into those two historic buildings, I'm not sure I'm 100% sold on that, but I do like the way it gives light into the courtyard. In a way it's taking the form of the first two so literally that it can't respond individually to its context to the east. I appreciate how complicated the problem is.
- I think the design is quite striking in a City that has a lot of very ordinary architecture. But I think some of the pedestrian interactions and functionalities that members raised are things you can give thought to and hopefully find resolutions to those issues.

ACTION:

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