

JUDGE DOYLE SQUARE - BLOCKS 88 AND 105 SUPPLEMENTAL DRAWING PACKAGE SUBMITTAL

CITY OF MADISON - UNDERGROUND PARKING FACILITY BLOCK 88
BEITLER REAL ESTATE SERVICES LLC - PRIVATE DEVELOPMENT BLOCKS 88 AND 105

IN-PROGRESS JANUARY 18TH, 2017



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LETTER OF INTENT

The following document outlines the Submittal of the Judge Doyle Square Block 88 - City of Madison Parking Facility, and Judge Doyle Square Block 105 - Private Hotel Development - Private Apartment Development.

For the development of Block 88, the City of Madison is working with Lothan Van Hook DeStefano Architecture to design a new approximately 600 car public parking facility, five levels below grade. The development of Block 88 is programmed for an apartment building of approximately 148 units on ten floors with a minimum of 146 associated residential parking spaces above grade. The residential parking sits above the public parking facility. The above grade residential development will be privately constructed.

Block 105 envisions a second apartment building of 204 units, and a hotel of 253 rooms. Parking for this parcel will be in two levels below grade. It will serve the hotel and apartment with 100 parking spaces for the hotel, and 209 residential parking spaces.

BLOCK 88

Total Building Square Footage:
(GSF) 518,642 square feet

Proposed Uses:
Retail: 6,713 square feet
Bicycle Center: 5,448 square feet
Public Parking: 264,263 square feet
Residential Parking: 75,402 square feet
Residential: 166,816 square feet

Public Parking:
Automobile: Required: 600 stalls
Supplied: 641 stalls
Bicycle: Required: 30 racks
Supplied: 30 racks

Residential Parking:
Automobile: Required: 0 stalls
Supplied: 146 stalls
Bicycle: Required: 148 residential stalls
15 guest stalls
Supplied: 152 residential stalls
14 guest stalls

Loading: Required: 1 off-street loading dock
Supplied: One space @ 10' x 50'

Useable Open Space:
Required: 0
5th Floor Outdoor Area
Supplied: 8,024 square feet

BLOCK 105

Total Building Square Footage: 593,860 square feet
(GSF)

Proposed Uses:
Retail: 1,130 square feet
Hotel: 224,335 square feet
Hotel Parking: 41,570 square feet
Residential Parking: 95,300 square feet
Residential: 231,525 square feet

Hotel Parking:
Automobile: Required: 0 stalls
Supplied: 100 stalls
Bicycle: Required: 25 racks
Supplied: 25 racks

Residential Parking:
Automobile: Required: 0 stalls
Supplied: 209 stalls
Bicycle: Required: 204 residential stalls
20 guest stalls
Supplied: 204 residential stalls
20 guest stalls

Loading: Required: 1 off-street loading dock (Hotel)
1 off-street loading dock (Res.)
Supplied: One space (Hotel) @ 10' x 50'
One space (Res.) @ 10' x 50'

Useable Open Space:
Required: 0
Supplied: 0

COMBINED SUBMITTAL

Capital Neighborhoods
Landmarks Commission
Urban Design Commission

PROJECT INFORMATION

Project Name

Judge Doyle Square - Block 88 & Block 105

Applicant

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Design Team

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EXISTING CONDITIONS

Address/Existing Use

Surface Parking

Parcel Identification Numbers:

TID District: 25

Neighborhood Name: Capital Neighborhoods
 Neighborhood Association Contact: Jeff Vercauteren
 PO Box 2613
 Madison, Wisconsin 53701
 Phone: (608) 445-9384
 president@capitalneighborhoods.org

Lot Area: Block 88: 38,553 sf
 Block 105: 52,448 sf

Existing Zoning: DC - Downtown Core District
 Downtown Plan: Madison Downtown Plan

Project Schedule: Parking Facility - Anticipated completion December 2018

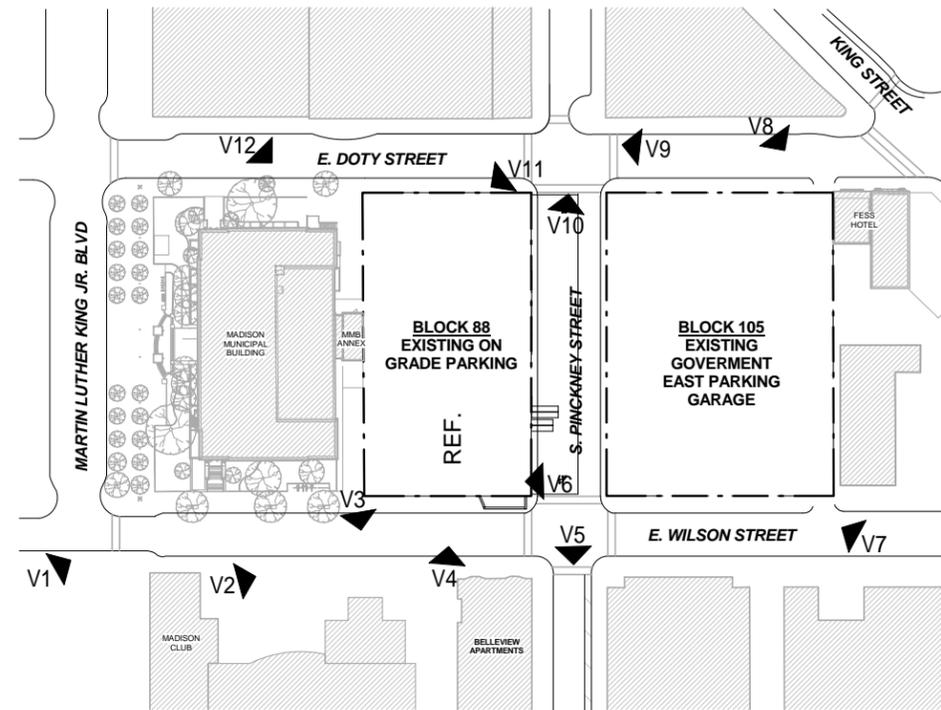
Land Use Approvals (Start-Finish)

Miscellaneous	(12/09/16 - 2/22/17)
Initial Meeting with Alder	(01/09/2017)
Meet with Neighborhood Stakeholders	(01/12/2017)
Conditional Use Application & Material Packet	(01/25/2017)
Urban Design Commission (UDC)	(01/04/17 - 04/26/17)
Development Assistance Team	(12/28/16 - 01/05/17)
Capitol Neighborhood Association	(01/11/17 - 04/02/17)
Certified Survey Map	(01/13/17 - 03/21/17)
Board of Public Works	(02/01/17 - 06/09/17)
Landmarks	(02/06/17 - 05/01/17)
Plan Commission	(05/08/17)

CERTIFIED SURVEY MAP

A new property line has been established on the Certified Survey Map twenty-five feet east of the main east façade of the Madison Municipal Building. The MMB proposed new addition will extend to this property line in the center of the site in the north-south direction.

CONTEXT PHOTOS



V1 - Madison Municipal Building from the Southwest

CONTEXT PHOTOS



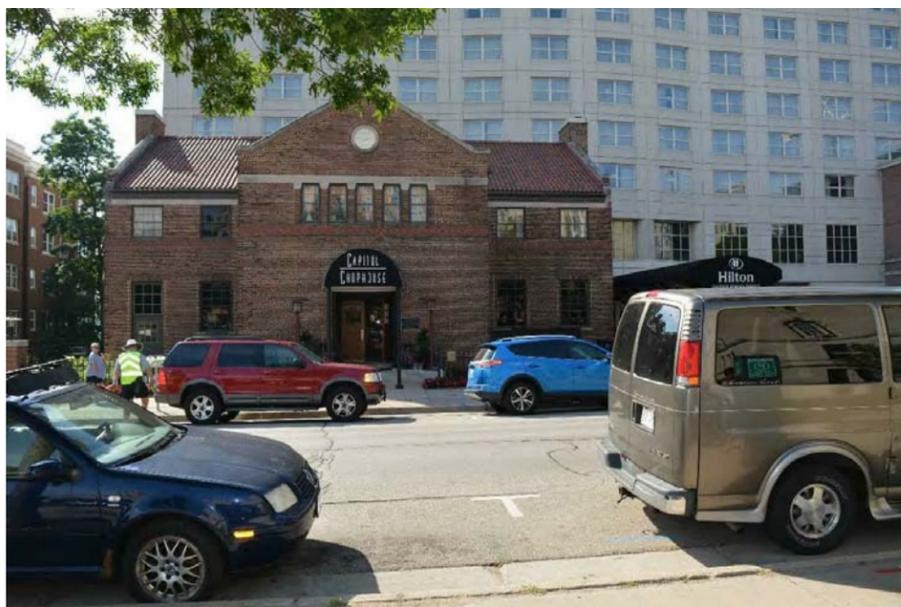
V2 - View North on E Wilson Street



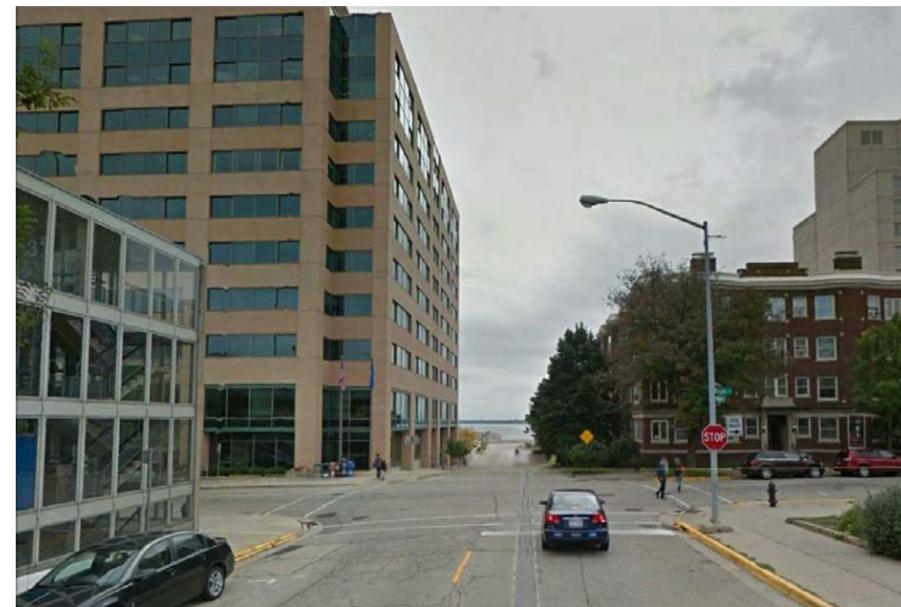
V4 - Existing site from E Wilson Street



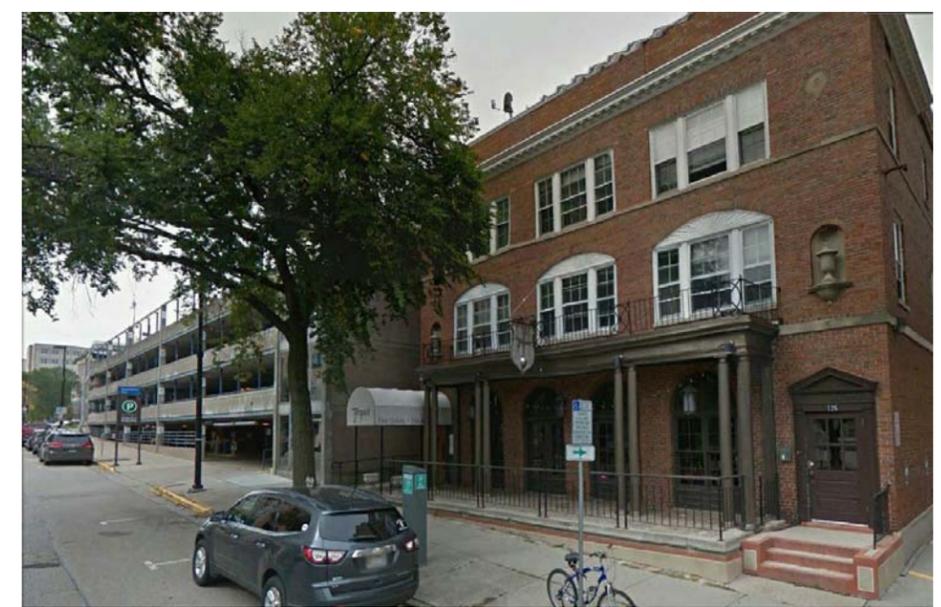
V6 - Existing site & MMB from Pinckney Street



V3 - Hilton & Capital Chophouse to the East of the site



V5 - Southeast from Pinckney Street - towards Monona Lake

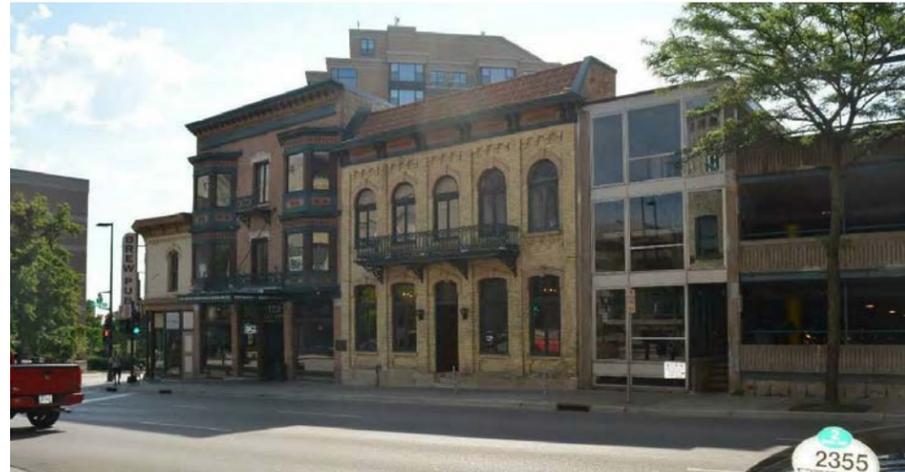


V7 - Existing site from E Wilson Street

CONTEXT PHOTOS



V8 - Doty Street looking West from Pinckney Street



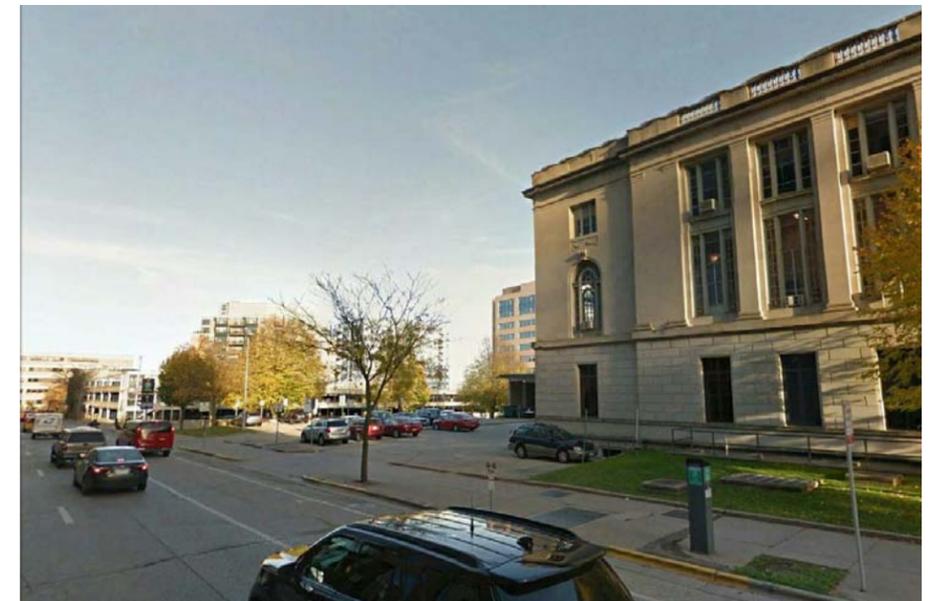
V9 - Fess Hotel (Great Dane Pub & Brewing), National Register Listing & Madison Landmark



V11 - Existing site & MMB from the Pinckney & Doty intersection



V10 - Existing site looking North from Pinckney Street



V12 - Existing site looking South from E Doty Street



CONDITIONAL USE REQUEST

The following document outlines the Submittal of the Judge Doyle Square Blocks 88 and 105 - City of Madison Parking Facility and Private Development. The City of Madison is working the Lothan Van Hook DeStefano Architecture Team to design a new 600 car, below grade, public parking facility and is working with Beitler Real Estate Services LLC to design new Apartment and Hotel buildings.

DOWNTOWN GUIDELINES

A. Site Design + Building Placement

1. Orientation

Buildings create and spatially define the public space (streets and sidewalks), and how a building faces this public way is a primary factor in what it contributes to the urban character of an area by reinforcing a consistent street wall and enhancing the pedestrian realm.

- a. Any building facade adjacent to a street should address the street and reinforce the density of the urban block form created by the boundaries of the property line and adjacent built forms built to the property line of the street.
The facade curvatures of Block 88 and Block 105 mirror each other across Pinckney Street. This creates a consistent street wall along Pinckney Street which allows the pedestrian activity and water feature between the buildings to become the focal point. The facades along Doty and Wilson Street continue the existing street walls.
- b. Buildings should be sited so that portions of the building designed for service uses, such as loading docks and dumpster enclosures, are not part of the street facade. When a lot configuration requires such activities from a street, these components should be architecturally integrated into the design of the facade.
The loading docks are off Wilson Street and are architecturally integrated with the fenestration at the ground level as a continuation of the similar materials used at the street facade of adjacent buildings. The doors to the loading docks are set back 10 ft from the sidewalk.
- c. The street level of a building should be designed with active uses and architecture that engages the street/sidewalk in a contextually appropriate manner, and integrates the building architecture and the landscape architecture.
The facade curvatures, pedestrian-focused sidewalk, bike lanes along Pinckney Street, and central water feature provide an engaging street/sidewalk. Active uses of Retail and Bike Center are provided along the ground floor facade. The landscape architecture will complement this pedestrian activity.
- d. Buildings should be oriented to preserve and enhance the views identified on the Views and Vistas Map in the Downtown Plan.
The building orientation and streetscape connections between Block 88 and Block 105 enhance the views seen on Pinckney Street, and reinforce its role as an extension of the Capitol Loop.
- e. Buildings at the intersection of streets should have a strong corner presence.
A strong corner presence is achieved with retail entrances at the corners of the site along Pinckney Street.

2. Access + Site Circulation

How people, bicycles, and motor vehicles access a site and circulate within it and around it can be a critical determinant in how it relates to its context. A primary goal is to maximize uninterrupted pedestrian access within a given block to enhance and maintain all areas of the Downtown as pedestrian friendly. Another goal is to minimize the visual presence of motor vehicle circulation, parking, and service functions, including minimizing the visual impact of parking structures and parking lots on the streetscape.

- a. Parking facilities beneath a building should not be considered a valid reason to establish an occupiable first floor more than three (3) feet above the grade of the sidewalk along any adjacent street, nor to include long segments of blank wall on any side of a building.
An occupied first floor is at grade. No long segments of blank wall are provided.
- b. Driveways should be oriented 90 degrees to the street, and shared driveways are encouraged. Designs should provide clear vision of pedestrians on sidewalks crossing any driveway.
Met
- c. Porte-cochere type entries, drop offs, or circular drives should not be parallel to the street or within the right-of-way, nor should they be oriented to require more than one curb cut. Queuing space for motor vehicles should not impede pedestrian movement along any public sidewalk nor be designed in such a manner that it unnecessarily widens the driveway.
Met

3. Usable Open Space - Residential Development

Residents living in this densely developed portion of the city enjoy a variety of conveniently located urban amenities and may not require the amount of on-site usable open space as other parts of the community. However, the provision of quality on-site useable open space is necessary to create a quality living environment.

- a. Project designs should provide attractive, safe and creatively designed yards, courtyards, plazas, sitting areas or other similar open spaces for building residents.
Pickney Street serves as not only a two lane street connecting Doty and Wilson Streets, but also a paved and landscaped public plaza with a central water feature.
- b. All residents should have access to some form of open space, whether it is private (such as patios or balconies) or common open space (such as yards or roof decks). A suggested minimum size for a balcony is 4.5 feet by 8 feet.
Large open space is provided at the fifth floor terrace of Block 88.
- c. At some locations, side and rear yards sufficient to provide usable open space may be limited, and outdoor open space may not represent the most beneficial use of a limited site when the overall density of development is relatively high. Common recreational facilities and social activity spaces in the development may be considered toward meeting some of the need for usable open space. "Permeable" first floor spaces that provide an opportunity for indoor activities to extend to outdoor spaces are encouraged.
Apartment amenities such as fitness centers, meeting rooms, and social gathering spaces are provided in both apartment buildings.

4. Landscaping

How a site is landscaped-- particularly in a dense urban environment-- can "soften" hard edges, make a site more inviting, and bring color and interest to a development. Well landscaped sites also create informal gathering spaces and enhance the adjoining public improvements.

- a. The design emphasis should be on creating an "urban" landscape, incorporating site amenities such as linear planting beds or seat walls, street furniture, public art, lighting, and landscape materials. These features should be architecturally compatible with the styles, materials and colors of the principal building on the lot and those in the immediate area.

The Pickney Street renovation provides a vehicular connection between Doty and Wilson Street. The project provides a central water feature with public art in the center of Pickney Street. This creates a paved and landscaped public plaza using architecturally compatible materials and references the new buildings.

- b. Context appropriate landscaping should be provided along the front façade. Appropriate landscaping will depend on factors such as the setbacks, shape, size, and orientation of the building.
Landscape is provided in accordance with the City of Madison Landscape Design Standards.
- c. Plant species should be selected based on their compatibility with an urban environment. Planting environments should be designed to provide plants the greatest potential to grow to maturity in a healthy state, such as use of planting beds, structural soils to promote root growth, and considering salt tolerance. Ease of maintenance should also be considered.
Landscape is provided in accordance with the City of Madison Landscape Design Standards.
- d. Public art should be encouraged where it is an integral part of the design approach to these spaces.
The central water feature located on Pinckney Street displays a bike sculpture which is the focal point of the plaza design.
- e. Outdoor seating areas and cafes on private property are encouraged provided they do not interfere with pedestrian flow and circulation along the sidewalk and from public ways to building entries or amenities, such as bicycle racks and benches.
Outdoor seating is provided at Level 5.
- f. Canopy trees should be encouraged and planted to imply human-scale spaces and mitigate the urban heat island effect. Where canopy trees are used, site design should provide sufficiently sized tree pits or planting beds and appropriate planting medium to provide for healthy tree growth.
Landscape is provided in accordance with the City of Madison Landscape Design Standards.

5. Lighting

Appropriate site and building lighting can create interest and a safe and welcoming environment. Lighting can also reinforce architectural elements such as entries, structural bays, or shop windows. Excessively lighting a site or building can create glare and greatly detract from the ambiance of a street, while insufficiently lighting a site can result in dark spots and raise safety issues.

- a. Exterior lighting to accentuate the building architecture and landscaping should not be excessive in either amount or intensity.
Exterior lighting is incorporated into the design in accordance with the City of Madison standards.

- b. Building entrances and entryways and other walkways should be lit sufficiently to create inviting and safe building access.

Exterior lighting will sufficiently light entrances, entryways, and other walkways.

- c. Building-mounted fixtures should be compatible with the building facades.
Exterior lighting will be compatible with building facades.
- d. Full cut-off fixtures should be used. Lighting should not spill into the sky, encroach on neighboring properties, nor cause excessive glare.
Exterior lighting will not spill into the sky, encroach on neighboring properties, nor cause excessive glare.
- e. The lighting on the top of a building should not compete with the view of the Capitol dome in views of the skyline.
Exterior lighting will not compete with the view of the Capitol dome.

B. Architecture

1. **Massing**

Building massing is an important determinant in the quality of the urban environment and in how "welcoming" a street is perceived. Important aspects to this specifically related to massing include the preservation of natural light, sunlight and ventilation to the street, as well as preventing the feeling that large buildings are looming over the street and creating a canyon effect. The mass of a building can also enhance the pedestrian experience by creating more human-scaled development.

- a. The proportions and relationships of the various architectural components of the building should consider the scale of other buildings in the vicinity. In areas where the Downtown Plan recommends significantly taller or larger buildings than currently exist, this guideline should consider the evolving context.
Massing and building height adhere to the Capitol View Preservation Limit required by Zoning Code and recommended by the Downtown Plan.
- b. Larger buildings should solve any problems that their scale may create to ensure a pedestrian-friendly quality. Articulation of buildings in both plan and profile may help break up the mass of large buildings. Stepping back the upper floors from lower floors may be appropriate to minimize overall scale and minimize shadow effects.
Upper floors are stepped back from lower level podium. Articulation along the facade at podium levels, and a building overhang creates an appropriate sense of scale at street level.
- c. The mass of a building should not negatively impact views identified on the Views and Vistas Map in the Downtown Plan. Applicants may need to prepare viewshed studies for others to fully understand potential impacts.
Building heights maintain the overall height regulations for this site. No prominent views and vistas are impacted by the project.
- d. Shadow studies may need to be prepared by the applicant for buildings that adjoin public open spaces, or streets and sidewalks with particularly heavy pedestrian volumes, to demonstrate that these important public spaces are not negatively impacted by excessive amounts and/or durations of shadows.
Shadow studies have been included in the packet. See Sheets 4-02 and 4-02-A

2. Building Components

Most buildings are experienced from a variety of perspectives, which change as a person moves about the city. Correspondingly, how the top, middle, and base of a building are designed also influences these interactions, and all must work within a complete architectural form. The Downtown Plan places an emphasis on creating an interesting skyline that reflects the underlying topography, and the design of the top of a building influences the skyline. Likewise, the Plan places an emphasis on making great public spaces, streets, and engaging pedestrian environments, and the design of a building's lowest four floors define the public realm and are the primary contributor to a pedestrian's perception of a street.

- a. The lower levels of street facing facades should generally incorporate a higher level of visual interest and richer architectural detailing. One way to achieve this is to locate active use areas on lower level street side spaces within a building, which could be reflected in the exterior architecture of the corresponding facades.
Met
- b. A positive visual termination at the top of the building should be an integral part of the design from both the distant view and the pedestrian perspective. A positive visual termination could include projections or relief from the building façade or visual interest in the building form as it meets the sky.
Met
- c. Roof forms should be used to integrate rooftop equipment, telecommunications equipment, and other devices so as to express/conceal them as architectural elements. Large mechanical penthouses and elevator overrides should be fully integrated into the building architecture and be appropriately-scaled to serve as architectural features and avoid the appearance of being "plopped" on top.
Screening for rooftop mechanical will be attractive and incorporated into building architecture.

3. Visual Interest

As emphasized in the Downtown Plan, it is especially important to create a comfortably-scaled and thoughtfully detailed urban environment through the use of well-designed architectural forms and details. Well-designed buildings add visual interest and variety to the massing of a building, help define the public space, engage the street, create an interesting pedestrian environment, and help break up long, monotonous facades. Articulation also is a primary means of providing a human scale through change in plane, contrast and intricacy in form, color, and materials.

- a. Buildings should have an overall design composition with a secondary and tertiary composition within it. All sides should have a similar design composition and quality of materials that make a positive contribution to the built urban environment.
Met
- b. Franchise corporate/trademark building designs should be altered to fit the desired character of the district.
Not applicable.
- c. The design of buildings fronting on State Street should reflect the historic pattern and rhythm of storefront bays on the lower level. If the interior space is wider, each bay should be articulated and have the ability to create its own entrance. A combination of good physical features and varied activities should result in a livelier street.
Not applicable (buildings do not front on State Street)
- d. Balconies should not extend over the public right-of-way
Met

4. Door and Window Openings

As emphasized in the Downtown Plan, it is especially important to create a comfortably-scaled and thoughtfully detailed streetscape and how the openings in building walls (windows, doors, etc.) are incorporated have an influence on the perception of a building's mass and how it is experienced by pedestrians.

- a. The size and rhythm of windows and doors in a building should respect those established by existing buildings in the area where a clear pattern exists, and the residential and/or mixed-use nature of the building.
Met
- b. Existing traditional buildings should not have window openings with different sash configurations, smaller windows, or materials inappropriate to the original design. Transom windows should remain transparent/translucent.
Not applicable
- c. Entrances, including doors, should be sized and articulated in proportion to the scale of the building and should be architecturally compatible with the style, materials, and details of the building as a whole. Entrance definition and articulation may be achieved through use of architectural elements such as: lintels, pediments, pilasters, columns, porticoes, porches, overhangs, railings, balustrades, and others, where appropriate.
Met

5. Building Materials

The Downtown Core and Urban Mixed Use Districts are generally the most dense and heavily used areas of the city, and buildings in these districts are exposed to a high level of use. An integrated palette of high quality, durable building materials can enrich the pedestrian environment through the use of scale, color, texture, and architectural details.

- a. A variety of complementary exterior building materials may be incorporated to provide visual interest to the building. The palette of materials should not be overly complex.
Met. See Sheet 4-01 for material palette.
- b. All sides of a structure should exhibit design continuity and be finished with high quality materials. Materials should be those typically found in urban settings.
Met
- c. If material changes are proposed, they should generally occur at inside corners or be delineated by a specific transitional detail such as a pronounced belt course or substantial reveal.
Met

6. Terminal Views and Highly-Visible Corners

The design of buildings occupying sites located at the end of a street, on a highly-visible corner, or in other prominent view sheds can serve as a focal point and the design of such structures should reflect the prominence of the site. Particular attention should be paid to views from these perspectives.

- a. Corner buildings should define the street intersection with distinctive architectural features such as tower elements, rounded walls, recessed entries or other design features.
Building defines street intersections. Recessed entries at corners provided.
- b. Buildings located at visual focal points should demonstrate a higher degree of architectural strength to emphasize their location.
Met
- c. New buildings on flatiron corners, as identified in the Downtown Plan, should include a design approach that reflects the acute angles of the site.
Not applicable.

7. Awnings and Canopies

Awnings can add color and texture to a streetscape, provide shelter for pedestrians and protect storefront displays from sun exposure.

- a. Awnings should not be internally illuminated so that they glow and become beacons that attract attention to the establishment.
Not applicable.
- b. Awnings and canopies should be compatible with building design in terms of the rhythm and design of the storefront bays, material, details, massing, and form.
Not applicable. Building cantilever provides canopy over sidewalk.
- c. Awnings and canopies should not cover up architectural details.
Canopy does not cover up architectural details.

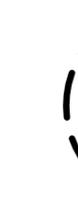
8. Signage

Signage is for the purpose of identifying a business in an attractive and functional manner rather than to serve as general advertising for a business. Well conceived signage can contribute positively to the character of a street or district. Too many signs and too much information on one sign can overwhelm a viewer and make a sign less effective, and too much signage on a building, block, or street can easily result in visual clutter. The guidelines below are in addition to the requirements of the Madison Sign Code.

- a. Signage should be integrated with and be compatible with the architectural scheme of a building.
To be met at time of signage packet review. Signage will be integrated with and be compatible with architecture of building.
- b. Messages should be simple-- only including the name, address, function (i.e. restaurant), and logo of the establishment.
To be met at time of signage packet review. Signage will include simple messages or logos.



SITE
BLOCK 88 - JUDGE DOYLE SQUARE
 - CITY OF MADISON PARKING FACILITY
 - PRIVATE DEVELOPMENT
BLOCK 105 - JUDGE DOYLE SQUARE
 - PRIVATE DEVELOPMENT

-  NATIONAL REGISTER OF HISTORIC PLACES
-  MADISON LANDMARK
-  GOVERNMENT BUILDINGS
-  LAKE MONONA
-  MAJOR INSTITUTIONS (CULTURE - RELIGION - EDUCATION)
-  HIGHWAY
-  PARKS / GREEN SPACE
-  BUS STOP
-  BICYCLE ROUTE
-  CYCLEWAY (PAVED, OFF-STREET)
-  RAILROAD
-  1/4 MILE RADIUS (5 MIN. WALKING DISTANCE)
-  200' LANDMARKS RADIUS OF IMPACT



ALTA/ACSM LAND TITLE SURVEY

ALL OF BLOCK 88 AND LOTS 1, 2, 3, 11, 12 AND 13, BLOCK 105, ORIGINAL PLAT OF MADISON, BEING A PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 07 NORTH, RANGE 09 EAST, CITY OF MADISON, DANE COUNTY, WISCONSIN.

JSD Professional Services, Inc.
Engineers • Surveyors • Planners

"BUILDING RELATIONSHIPS WITH A COMMITMENT TO CLIENT SATISFACTION THROUGH THE QUALITY AND EXPERIENCE"

- CIVIL ENGINEERING
- SURVEYING & MAPPING
- CONSTRUCTION SERVICES
- WATER RESOURCES
- PLANNING & DEVELOPMENT
- TRANSPORTATION ENGINEERING
- STRUCTURAL ENGINEERING
- LANDSCAPE ARCHITECTURE
- MADISON REGIONAL OFFICE
191 HORIZON DRIVE, SUITE 101
VERONA, WISCONSIN 53599
608.848.5000 PHONE | 608.848.2255 FAX
MADISON | MILWAUKEE
KENOSHA | APPLETON
www.jsdinc.com

SERVICES PROVIDED TO:

CITY OF MADISON
215 MARTIN LUTHER KING, JR. BLVD
MADISON, WI 53701-2983

PROJECT:
JUDGE DOYLE SQUARE

PROJECT LOCATION:
CITY OF MADISON
DANE COUNTY, WI

JSD PROJECT NO.: 15-6867-MAD

SEALED SIGNATURE

ALTHOUGH EVERY EFFORT HAS BEEN MADE IN PREPARING THESE PLANS AND CHECKING THEM FOR ACCURACY, THE CONTRACTOR AND SUBCONTRACTORS MUST CHECK ALL DETAIL AND DIMENSIONS OF THEIR TRADE AND BE RESPONSIBLE FOR THE SAME.

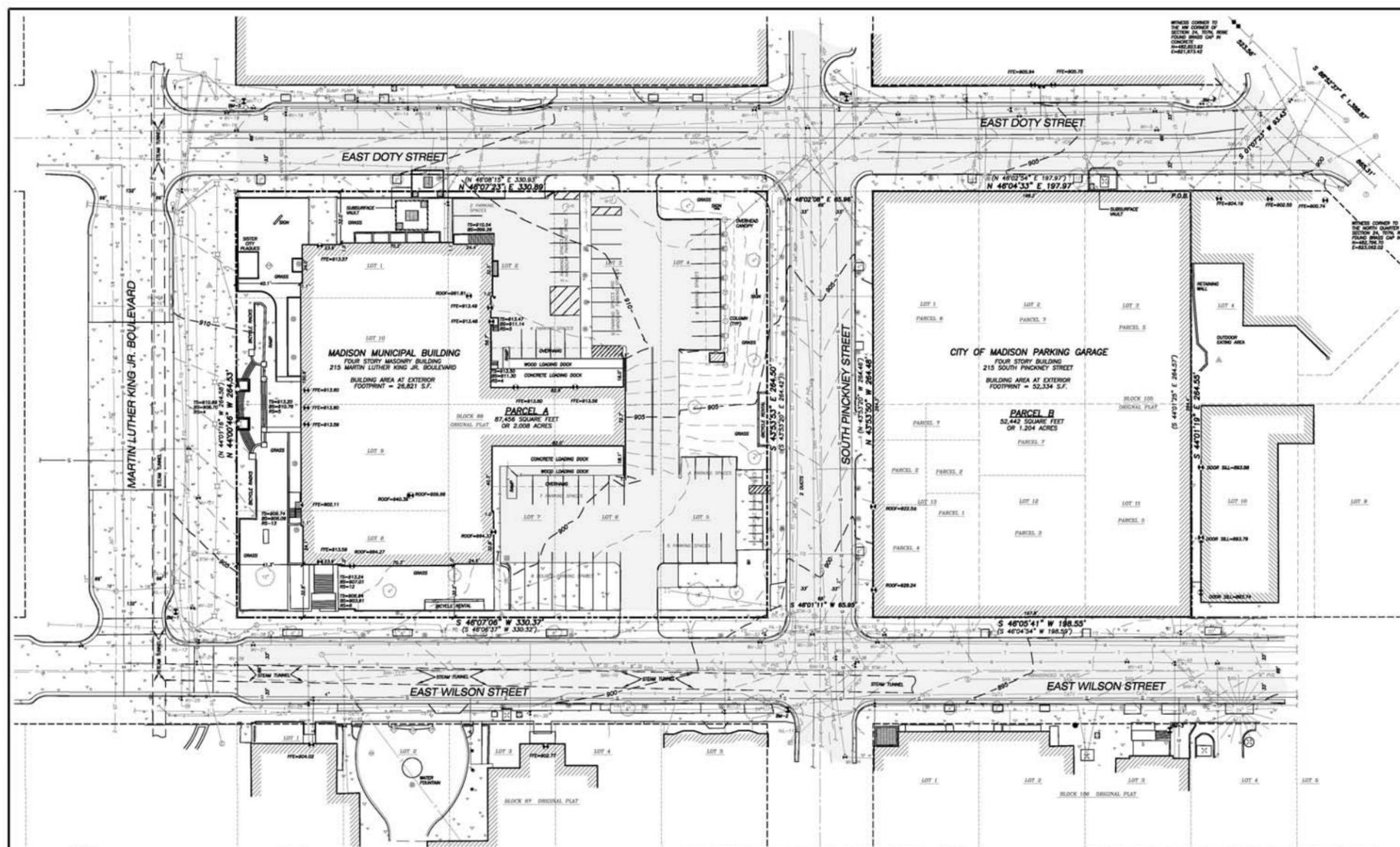
DESIGN:
DRAWN: JK 08-03-15
APPROVED: LJB 08-03-15

PLAN MODIFICATIONS

DIGGERS HOTLINE
Call 811 or (800) 242-8511
Missouri Area (202) 432-7910
Hours: Monday-Tuesday 8:00-4:00 PM
www.Diggerstolline.com

SHEET TITLE:
ALTA/ACSM LAND TITLE SURVEY

MAP NO.: E-245
SHEET NUMBER:
1



STORM SEWER MANHOLES

STRUCT. ID	RM	ELEVATION	INVERT	ELEVATION	PIPE SIZE	PIPE TYPE
STM-1	908.59	NE	902.77	12"	PVC	
STM-2	911.89	VERTICLE	903.48	6"	PVC	
STM-3	897.41	NW	888.21	18"	DI	
STM-4	897.89	SW	894.64	12"	RCP	
STM-5	899.23	SE	894.34	12"	DI	
STM-6	898.99	SW	895.13	12"	RCP	
STM-7	897.78	N	886.49	12"	RCP	
STM-8	904.68	NE	894.56	10"	CLAY	
		S	894.53	10"	CLAY	

STORM SEWER INLETS

INLET ID	RM	ELEVATION	INVERT	ELEVATION	PIPE SIZE	PIPE TYPE
INL-1	907.80	NW	904.90	4"	PVC	
INL-2	906.98	NE	904.40	10"	PVC	
INL-3	904.50	N	904.58	6"	DI	
INL-4	902.94	SW	898.51	10"	PVC	
INL-5	906.29	NW	903.69	12"	RCP	
INL-6	902.30	NW	896.40	12"	RCP	
INL-7	-	-	-	-	-	
INL-8	898.84	NE	895.99	12"	RCP	
INL-9	898.83	N	899.49	12"	PVC	
INL-10	897.29	SW	894.49	12"	RCP	
INL-11	897.03	NW	893.43	4"	PVC	
INL-12	902.37	NW	899.02	12"	PVC	
INL-13	902.90	NW	898.21	12"	RCP	
INL-14	903.17	SW	898.21	15"	RCP	
INL-15	908.34	NW	905.24	12"	RCP	
INL-16	908.42	SE	905.87	12"	RCP	

SANITARY SEWER MANHOLES

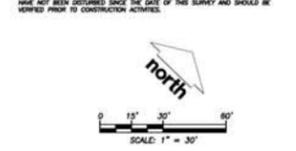
STRUCT. ID	RM	ELEVATION	INVERT	ELEVATION	PIPE SIZE	PIPE TYPE
SAW-1	912.00	VERTICLE	902.28	6"	-	
SAW-2	909.98	NE	899.89	6"	DI	
SAW-3	908.38	NW	897.85	4"	DI	
		NE	897.90	4"	DI	
		W	897.82	6"	CLAY	
		SW	897.74	6"	DI	
SAW-4	907.63	NW	897.99	6"	PVC	
		NE	898.80	6"	DI	
		W	896.80	6"	-	
		SW	896.86	6"	DI	
SAW-5	904.75	NE	892.79	6"	PVC	
		N	892.82	6"	PVC	
		N	890.33	6"	PVC	
		SW	890.40	6"	PVC	
		SE	890.58	6"	PVC	
SAW-7	901.42	NW	890.19	6"	PVC	
		SW	890.68	6"	PVC	
		E	890.00	6"	PVC	
SAW-8	892.03	NE	881.72	6"	PVC	
		W	882.37	4"	PVC	
		E	882.84	6"	PVC	
SAW-9	898.50	NW	892.52	10"	PVC	
		NW	887.82	10"	PVC	
		SW	891.95	10"	PVC	
		SE	891.77	10"	PVC	
		SE	887.55	10"	PVC	
SAW-10	900.77	NE	892.67	6"	DI	
SAW-11	900.67	SW	892.85	6"	DI	

WATER VALVES

VALVE NO.	RM	ELEVATION	INVERT	ELEVATION	RM	ELEVATION	INVERT	ELEVATION
WV-1	801.51	IN	897.3	902.88	IN	899.4		
WV-2	901.82	IN	895.8	902.15	IN	899.0		
WV-3	903.13	IN	897.4	901.63	IN	896.5		
WV-4	903.54	IN	899.8	902.29	IN	896.6		
WV-5	903.51	IN	899.2	902.74	IN	897.1		
WV-6	905.58	IN	902.1	903.17	IN	897.8		
WV-7	908.87	IN	900.6	901.69	IN	898.1		
WV-8	907.32	IN	902.7	900.89	IN	892.6		
WV-9	907.62	IN	903.2	901.90	IN	893.4		
WV-10	908.01	IN	903.8	899.28	IN	893.6		
WV-11	908.07	IN	903.7	899.67	IN	895.3		
WV-12	907.22	IN	900.8	895.40	IN	898.4		
WV-13	910.83	IN	906.8	906.94	IN	893.9		
WV-14	910.70	IN	906.3	906.33	IN	893.0		
WV-15	911.71	IN	906.8	897.95	IN	893.4		
WV-16	911.87	IN	906.5	898.05	IN	893.3		
WV-17	912.38	IN	907.6	897.09	IN	892.4		
WV-18	911.97	IN	906.0	897.41	IN	892.8		
WV-19	911.85	IN	907.7	893.58	IN	899.2		
WV-20	911.69	IN	906.8	892.58	IN	898.3		
WV-21	905.98	IN	902.0	893.09	IN	886.7		
WV-22	903.60	IN	899.5	901.42	IN	894.2		

BENCHMARKS

BENCH MARK	ELEVATION	DESCRIPTION
BM-1	906.02	TOP NUT ON HYDRANT, NORTH CORNER OF MLK BLVD. AND WILSON STREET
BM-2	898.18	CUT SQUARE ON CURB SOUTH CORNER OF WILSON ST. AND PINKNEY ST.
BM-3	892.98	CUT SQUARE IN FRONT OF STAIRS AT 118 EAST 3RD ST.
BM-4	910.42	TOP NUT ON HYDRANT, NORTH CORNER OF PINKNEY ST. AND DOTY ST.
BM-5	916.09	TOP NUT ON HYDRANT, NORTH CORNER OF MLK BLVD AND DOTY ST.
BM-6	905.79	TOP NUT ON HYDRANT, SOUTH CORNER OF DOTY ST. AND KING ST.



- LEGEND**
- Government Corner
 - Chiseled 'X' Found
 - Chiseled 'X' Set
 - Benchmark
 - Finished Floor Shot Location
 - Monitoring Well
 - Bollard
 - Flag Pole
 - SIGN
 - Parking Meter
 - Sanitary Manhole
 - Clean Out
 - Vent Pipe
 - Hydrant
 - Water or Gas Valve
 - Storm Manhole
 - Round Casted Inlet
 - Square Casted Inlet
 - Curb Inlet
 - Manhole - Unverified Type
 - Electric Manhole
 - Light Pole
 - Traffic Signal
 - Wall
 - Telephone Manhole
 - Deciduous Tree
 - Coniferous Tree
 - Handicap Parking
 - Parcel Boundary
 - Section Line
 - Right-of-Way Line
 - Centerline
 - Platted Lot Line
 - Edge of Pavement
 - Concrete Curb & Gutter
 - Sanitary Sewer
 - Water Line
 - Storm Sewer
 - Natural Gas
 - Underground Electric
 - Fiber Optic
 - Underground Telephone
 - Underground Cable
 - Building
 - Index Contour
 - Intermediate Contour
 - Spot Elevation
 - Bituminous Pavement
 - Retaining Wall
 - Concrete Pavement
 - Discontinuously Mapped Pipe Line
 - Denotes Record Data Depicting the Same Line on the Ground

- NOTES**
- Field work performed by JSD Professional Services, Inc. the week of June 22 & 27 and July 06, 2015.
 - This survey and map are based on the Wisconsin coordinate system, (WCS2), DANE COUNTY. THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 07 NORTH, RANGE 09 EAST, IS 48°02'33" E 197.97'.
 - ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAD83/1988). BENCHMARK IS FIRE HYDRANT AT THE CORNER OF WILSON STREET AND MARTIN LUTHER KING, JR. BOULEVARD. ELEVATION = 906.02.
 - CONTOUR INTERVAL IS 1 FOOT.
 - SPOT ELEVATIONS SHOWN ALONG CURB AND GUTTER REFERENCE THE TOP BACK OF CURB.
 - THE SUBSURFACE UTILITIES AND FEATURES SHOWN ON THIS MAP HAVE BEEN APPROXIMATED BY LOCATING SURFICIAL FEATURES AND APPURTENANCES, LOCATING DIGGERS HOTLINE FIELD MARKINGS AND BY REFERENCE TO UTILITY RECORDS AND MAPS. DIGGERS HOTLINE TICKET NO. 20152919730, 20152919741, 20152919742, 20152919743, 20152919750 AND 20152919754, WITH A CLEAR DATE OF JUNE 23, 2015.
 - THE ACCURACY OF THE BENCHMARKS SHOWN ON THIS MAP SHALL BE VERIFIED BEFORE BEING UTILIZED. JSD PROFESSIONAL SERVICES, INC. DOES NOT WARRANT THAT THESE BENCHMARKS HAVE NOT BEEN DISTURBED SINCE THE DATE OF THIS SURVEY.
 - BEFORE EXCAVATION, APPROPRIATE UTILITY COMPANIES SHOULD BE CONTACTED FOR EXACT LOCATION OF UNDERGROUND UTILITIES, CONTACT DIGGERS HOTLINE, AT 1.800.242.8011.
 - UTILITY MARKING PROVIDED BY: CITY OF MADISON, CENTURILINK, AT&T, TDS TELECOM.
 - IS-TOP OF STAIRS; BS-BOTTOM OF STAIRS; RS= NUMBER OF RISERS.

- NOTES CORRESPONDING TO TABLE A REQUIREMENTS:**
- ITEM 9** THERE ARE 61 PARKING SPACES AND 2 HANDICAP SPACES FOR A TOTAL OF 63 PARKING SPACES AND THERE ARE 9 MOTORCYCLE PARKING SPACES ON PARCEL A. THERE ARE 300 PARKING SPACES ON PARCEL B. THERE ARE A TOTAL OF 643 PARKING SPACES.
- ITEM 10(a)** THERE ARE NO DIVISION OR PARTY WALLS DESIGNATED BY THE CLIENT WITH RESPECT TO ADJOINING PROPERTIES.
- ITEM 11(b) NOTE** - WITH REGARD TO TABLE A, ITEM 11(b), SOURCE INFORMATION FROM PLANS AND MARKINGS WILL BE CORRELATED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND UTILITIES CANNOT BE ACCURATELY COMPLETELY AND RELIABLY DETERMINED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY.
- ITEM 20** THERE ARE NO OFFSITE EASEMENTS FOR THE SUBJECT PROPERTY.



NOTES CORRESPONDING TO SCHEDULE B-SECTION TWO EXCEPTIONS (PARCEL A)
(FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO.: MCS-733937-MAD, COMMITMENT DATE: JULY 02, 2015 AT 7:30 A.M.)

(12) AFFIDAVIT RECORDED IN VOLUME 1027 OF RECORDS, PAGE 128, AS DOCUMENT NO. 1608842.
THIS ITEM DOES NOT AFFECT THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.

(13) A RESOLUTION APPROVING THE SOUTH SQUARE REDEVELOPMENT PLAN RECORDED SEPTEMBER 21, 1994, AS DOCUMENT NO. 2833082.
THIS ITEM DOES NOT AFFECT THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.

(14) GRANT OF RIGHT OF FIRST REFUSAL RECORDED APRIL 15, 1999, AS DOCUMENT NO. 3102647.
FIRST AMENDMENT TO GRANT OF RIGHT OF FIRST REFUSAL RECORDED SEPTEMBER 9, 2014, AS DOCUMENT NO. 5099873.
THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.

(15) LEASE BETWEEN CITY OF MADISON, WISCONSIN AND US POSTAL SERVICE RECORDED IN VOLUME 1038 OF RECORDS, PAGE 374, AS DOCUMENT NO. 1610872.
AMENDMENT TO LEASE RECORDED IN VOLUME 12135 OF RECORDS, PAGE 6, AS DOCUMENT NO. 2154052.
THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.

(16) LEASE BETWEEN CITY OF MADISON AND CITY EMPLOYEES CREDIT UNION RECORDED IN VOLUME 24819 OF RECORDS, PAGE 19, AS DOCUMENT NO. 2525524.
FIRST AMENDMENT TO LEASE RECORDED JULY 30, 1999, AS DOCUMENT NO. 3140120.
FIRST NOTICE OF LEASE RENEWAL RECORDED APRIL 3, 2002, AS DOCUMENT NO. 3470045.
SECOND NOTICE OF LEASE RENEWAL RECORDED APRIL 17, 2007, AS DOCUMENT NO. 4299900.
SECOND AMENDMENT TO LEASE RECORDED FEBRUARY 4, 2008, AS DOCUMENT NO. 4394388.
THIRD NOTICE OF LEASE RENEWAL RECORDED MARCH 2, 2013, AS DOCUMENT NO. 4987834.
THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.

(17) UNITED STATES POSTAL SERVICE LEASE RECORDED JANUARY 24, 1996, IN VOLUME 31861 OF RECORDS, PAGE 12, AS DOCUMENT NO. 2723649.
THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.

LEGAL DESCRIPTION (AS FURNISHED) (PARCEL B)
(FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO.: MCS-733941-MAD, COMMITMENT DATE: JULY 02, 2015 AT 7:30 A.M.)

PARCEL 1:
THE SOUTHWEST ONE HUNDRED TEN FEET (110') OF THE NORTHEAST ONE-HALF (NE 1/2) OF LOT THIRTEEN (13), BLOCK ONE HUNDRED FIVE (105), CITY OF MADISON, DANE COUNTY, WISCONSIN.

PARCEL 2:
THE NORTHEAST 33 FEET OF THE SOUTHWEST 110 FEET AND THE NORTHWEST 40 FEET OF THE SOUTHWEST 33 FEET OF THE SOUTHWEST 110 FEET OF LOT 13, ORIGINAL PLAT OF MADISON, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

PARCEL 3:
THE SOUTHWEST 88 FEET, LOT 12, BLOCK 105, CITY OF MADISON, ACCORDING TO THE DOTY TRUSTEE PLAT, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

PARCEL 4:
THE SOUTHWEST SEVENTY (70) FEET OF THE SOUTHWEST THIRTY-THREE (33) FEET OF LOT THIRTEEN (13), BLOCK ONE HUNDRED FIVE (105), ORIGINAL PLAT OF CITY OF MADISON, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

PARCEL 5:
LOTS THREE AND ELEVEN, BLOCK ONE HUNDRED FIVE, IN THE ORIGINAL PLAT OF THE CITY OF MADISON, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

PARCEL 6:
LOT ONE (1), BLOCK ONE HUNDRED FIVE (105), ORIGINAL PLAT OF THE CITY OF MADISON, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

LEGAL DESCRIPTION (AS FURNISHED) (PARCEL A)
(FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO.: MCS-733937-MAD, COMMITMENT DATE: JULY 02, 2015 AT 7:30 A.M.)

ALL OF BLOCK 88, ORIGINAL PLAT OF THE CITY OF MADISON, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.
TAX KEY NUMBER: 251/0709-242-0701-6

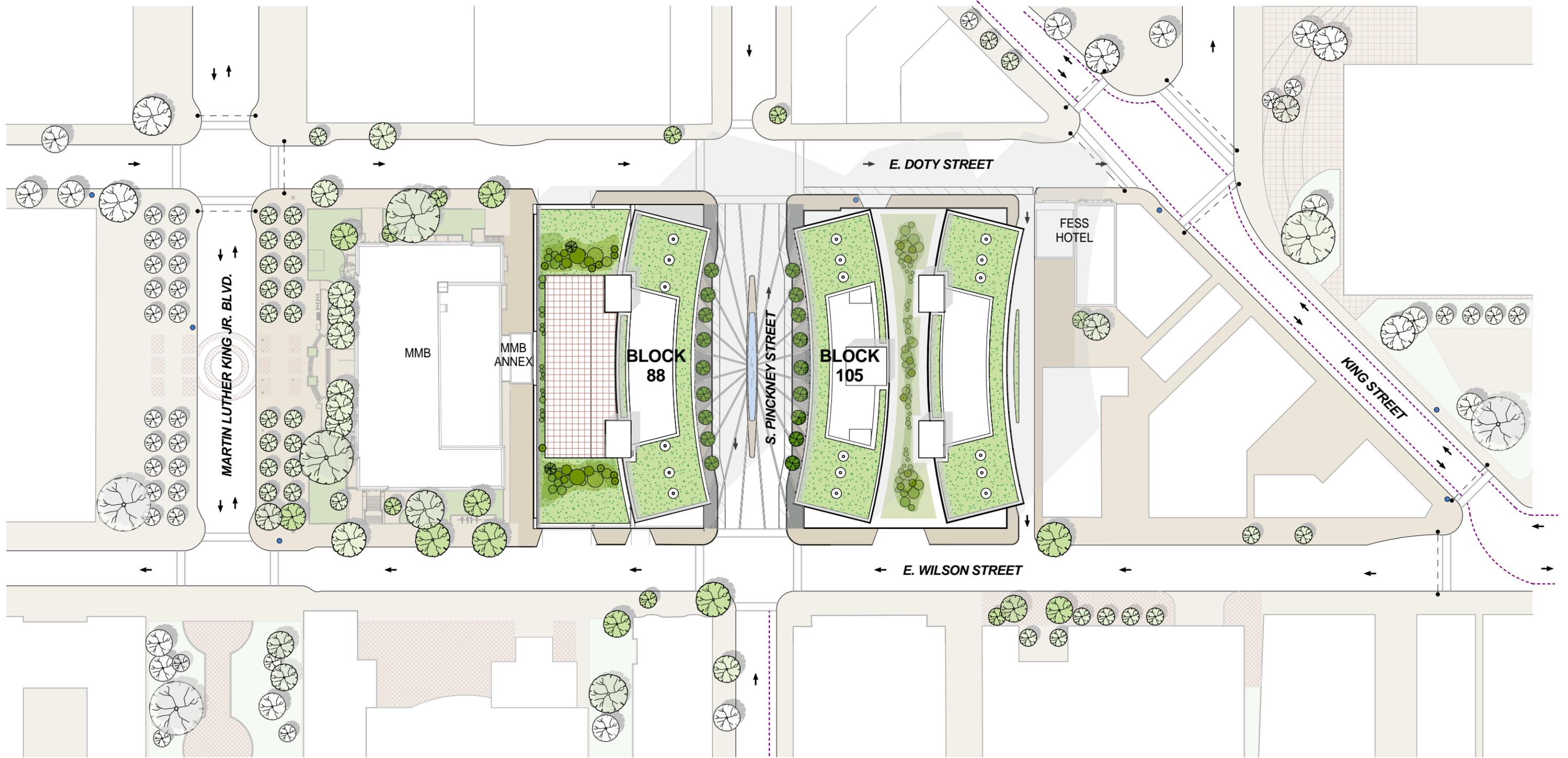
SURVEYOR'S CERTIFICATE

TO:
 (1) THE CITY OF MADISON,
 (2) FIRST AMERICAN TITLE INSURANCE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 NATIONAL STANDARD DEGREE REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS AND INCLUDES ITEMS 1, 4, 5, 7(a), 8, 9, 10(a), 11(a), 20(a) AND 22 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JULY 06, 2015.

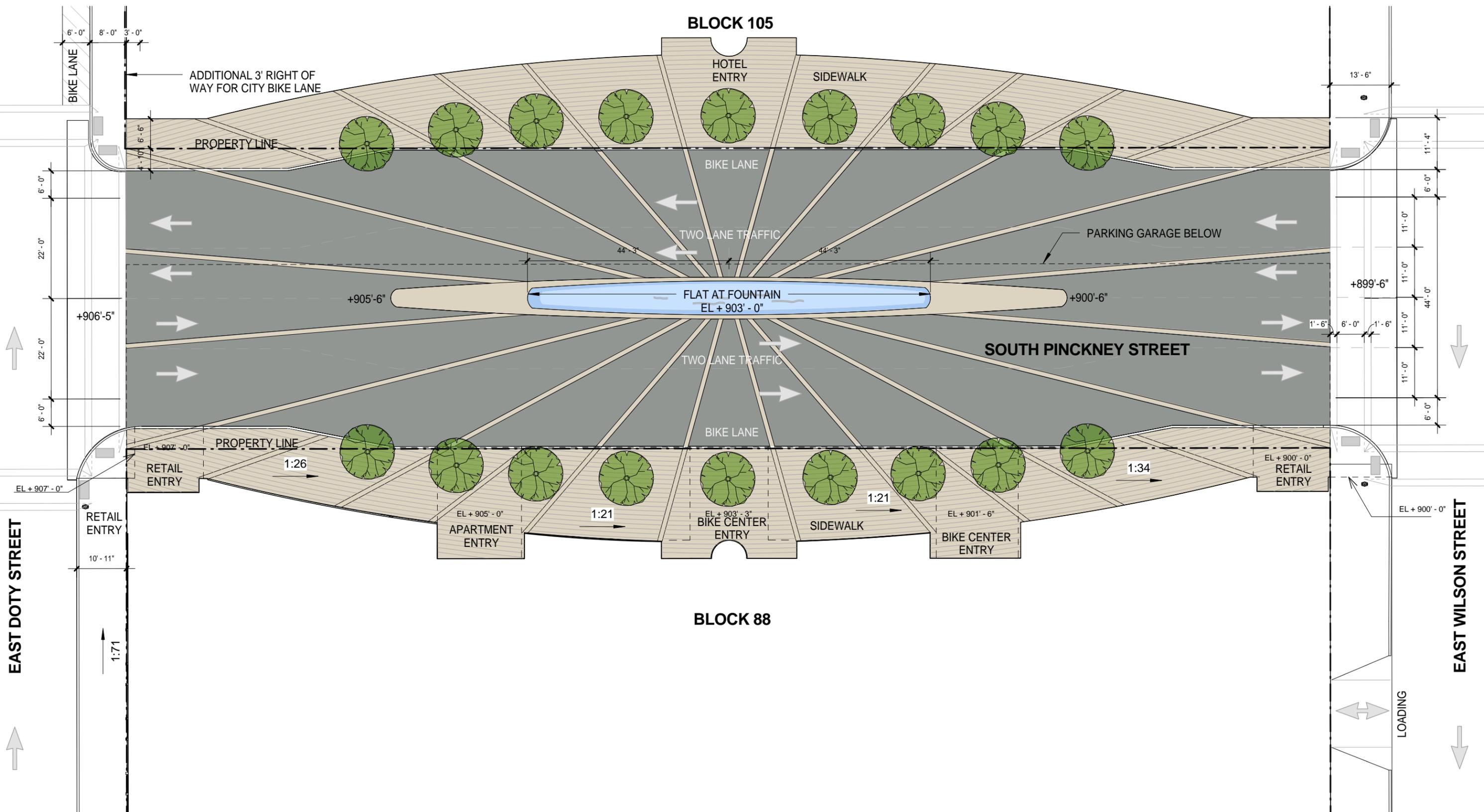
JOHN KRESS, S-1878
PROFESSIONAL LAND SURVEYOR

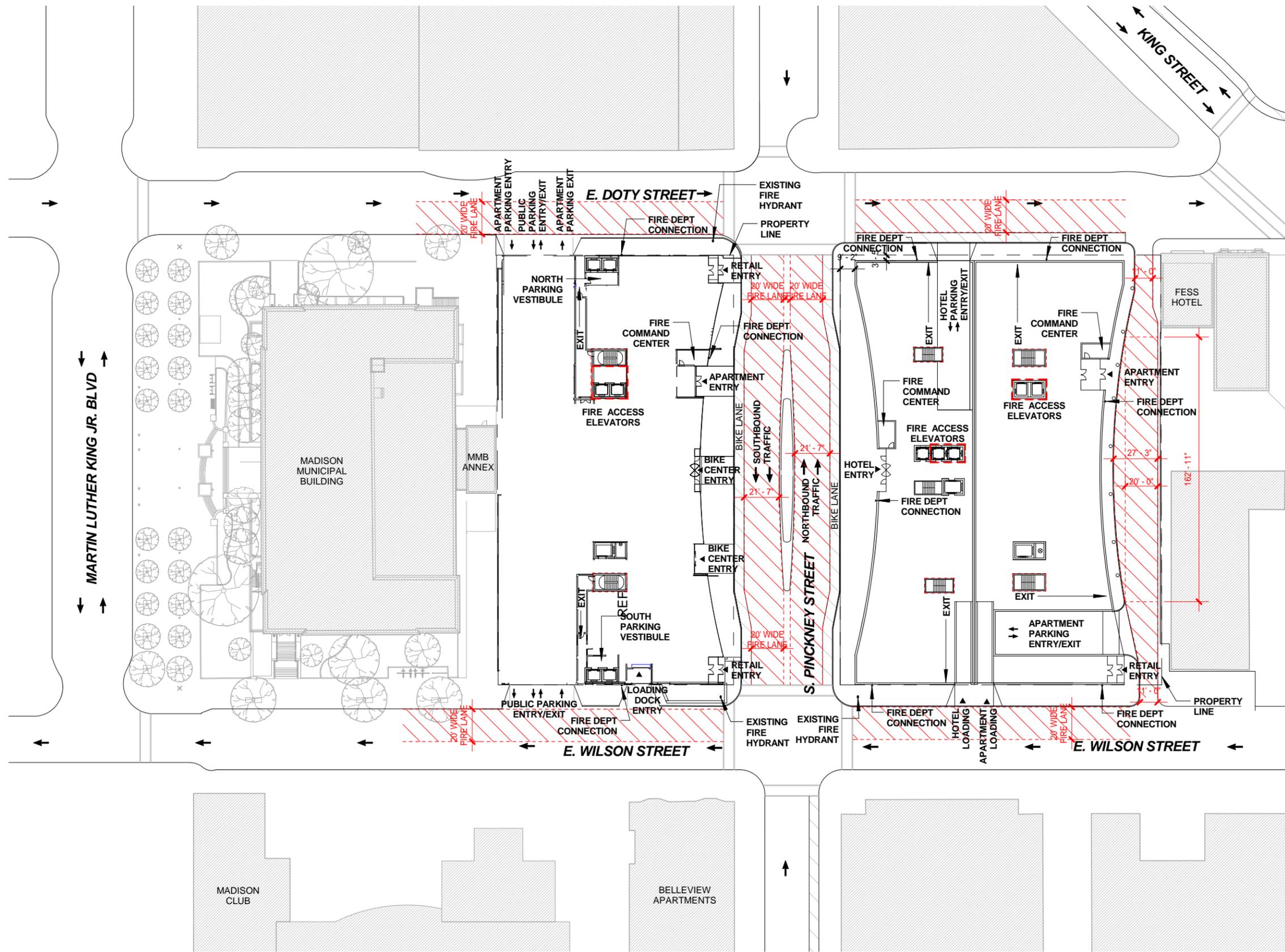
DATE



NOTE: AVERAGE ELEVATION FOR BUILDING HEIGHT = 903.5'





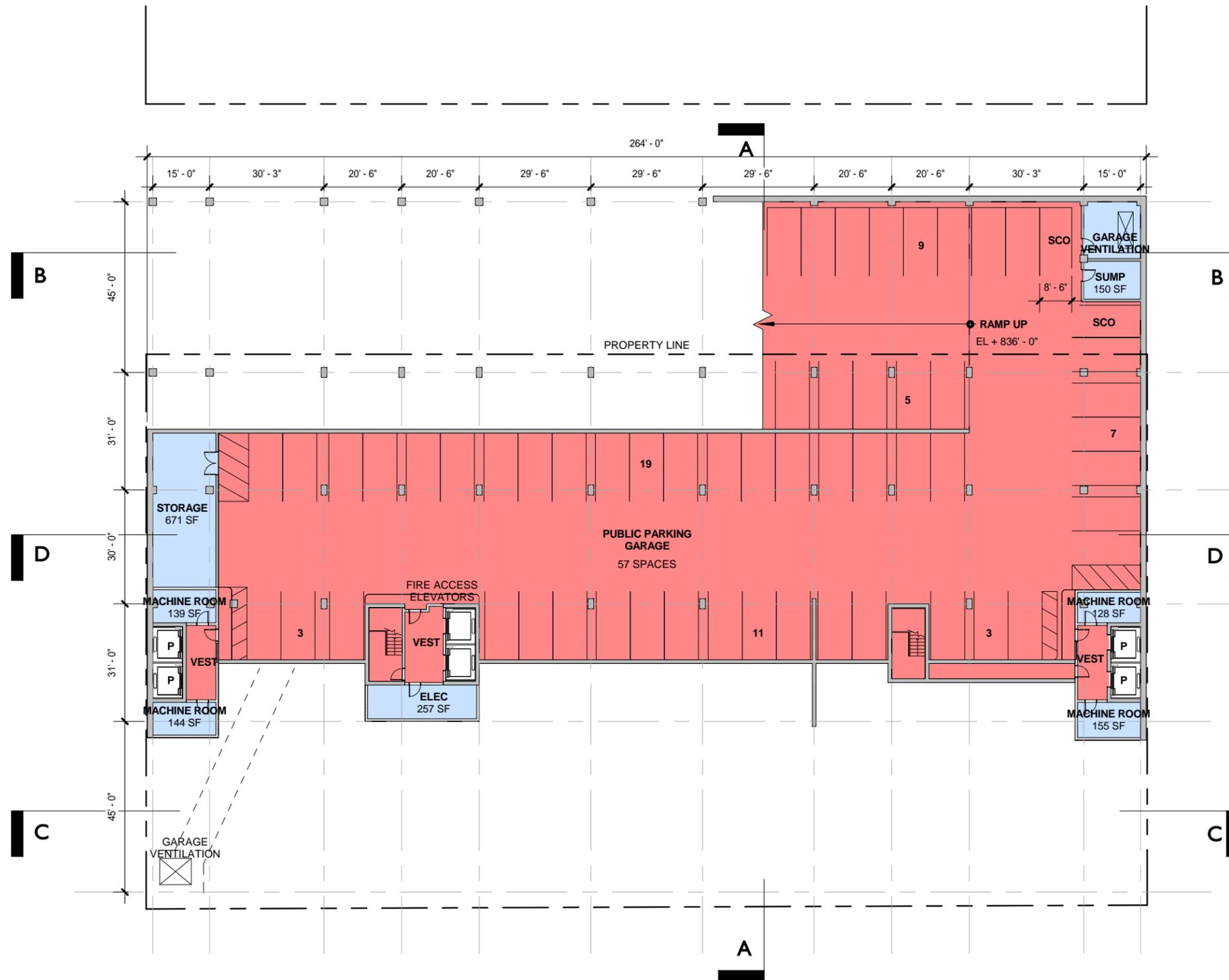


SECTION 2 - JUDGE DOYLE SQUARE - BLOCK 88

CITY OF MADISON PARKING FACILITY
PRIVATE APARTMENT DEVELOPMENT



- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF



CAR COUNT PUBLIC
9'-0" 90 DEGREE STANDARD SPACE

TIER	STANDARD	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL
D1 LEVEL U5	57	0	0	57
D1 LEVEL U4	134	0	0	134
D1 LEVEL U3	134	0	0	134
D1 LEVEL U2	130	3	0	133
D1 LEVEL U1	119	6	2	127
D1 LEVEL U0	54	1	1	56
TOTAL	628	10	3	641

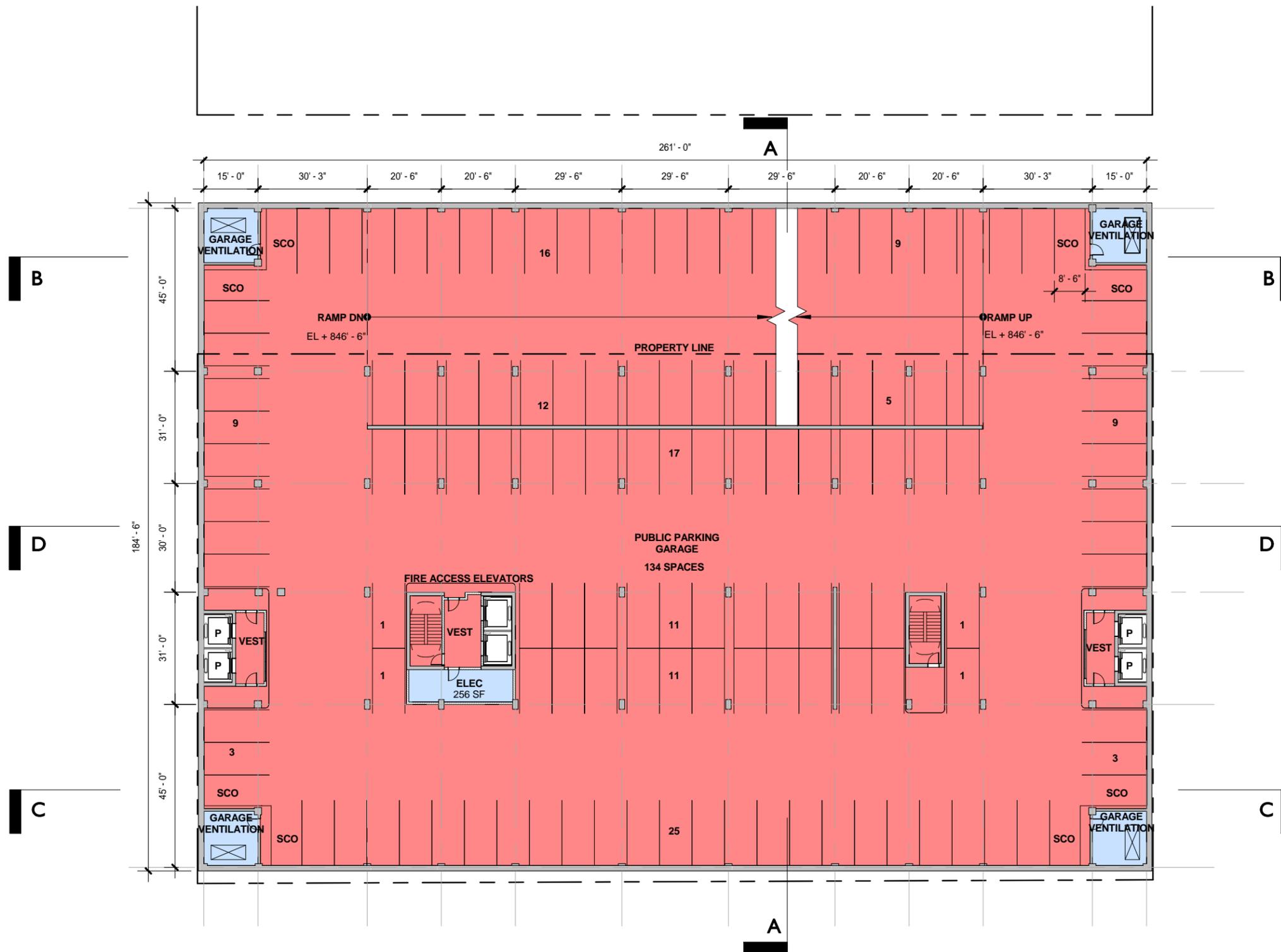
641 PARKING SPACES TOTAL w/ LONG SPAN STRUCTURE

NOTE: SHORT SPAN PARKING STRUCTURE OPTION -16 CARS FOR A TOTAL OF 625 CARS

TOTAL GROSS SF: 23,990 SF



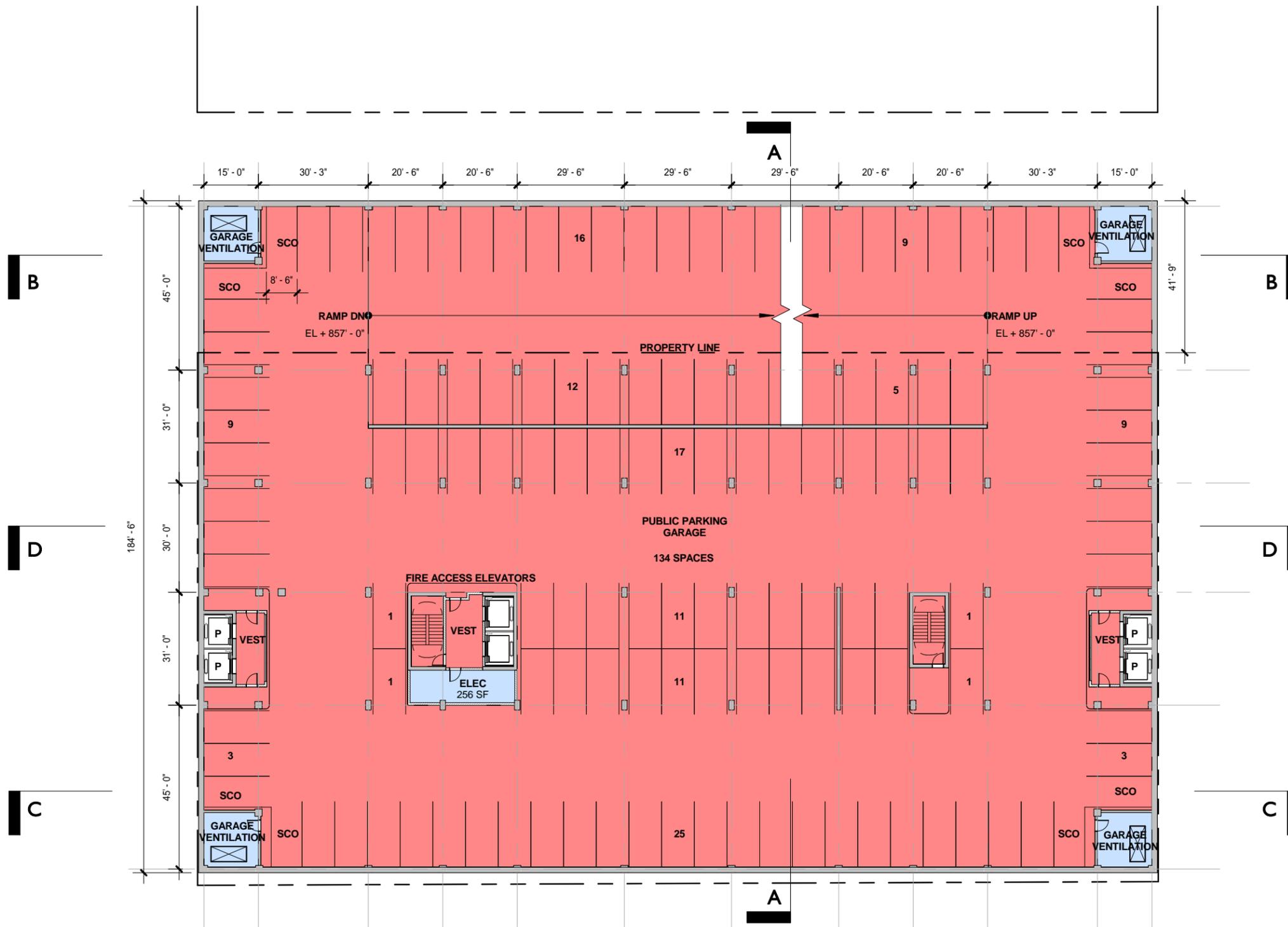
- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF



TOTAL GROSS SF: 48,708 SF



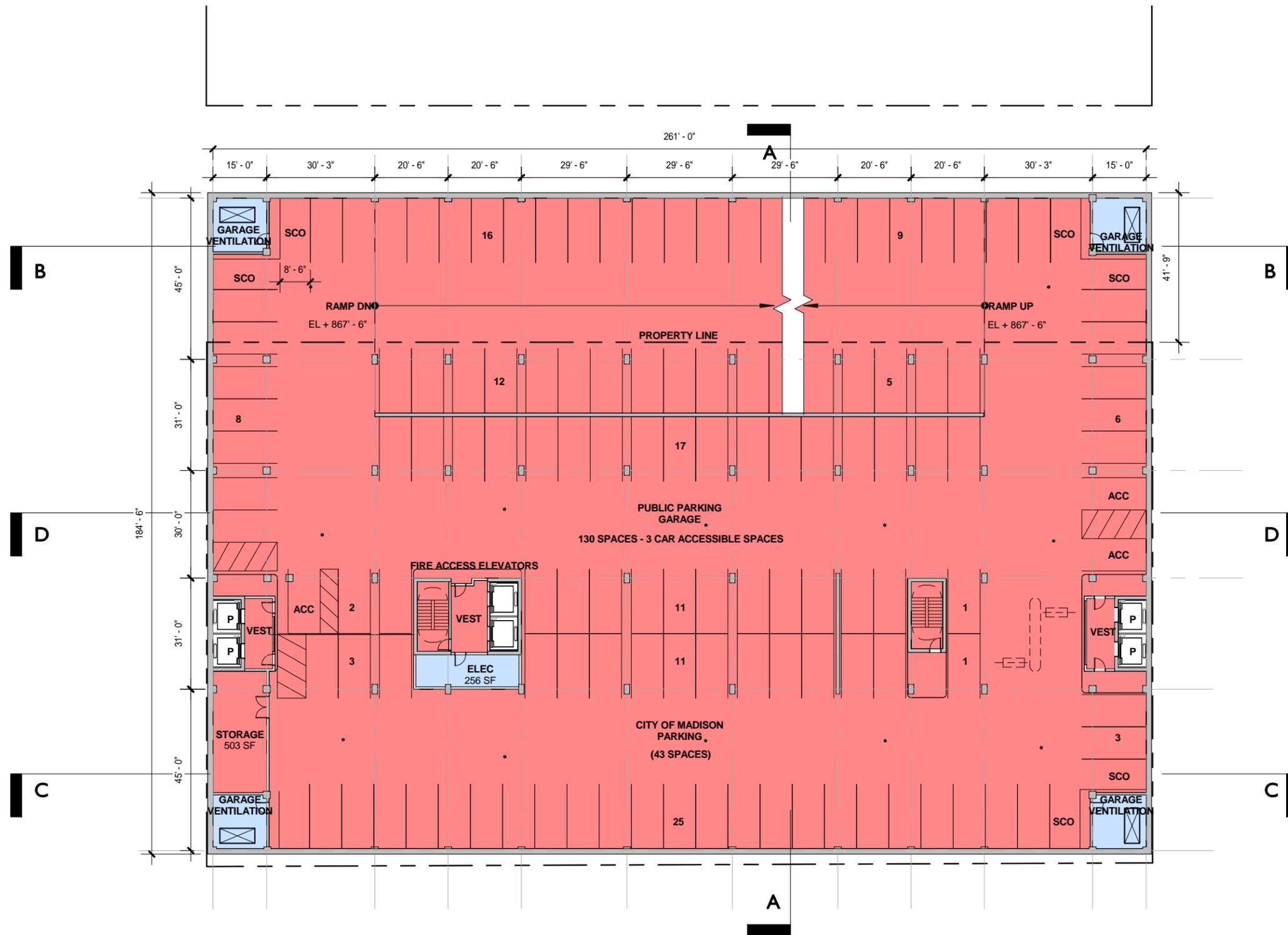
- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF



TOTAL GROSS SF: 48,708 SF



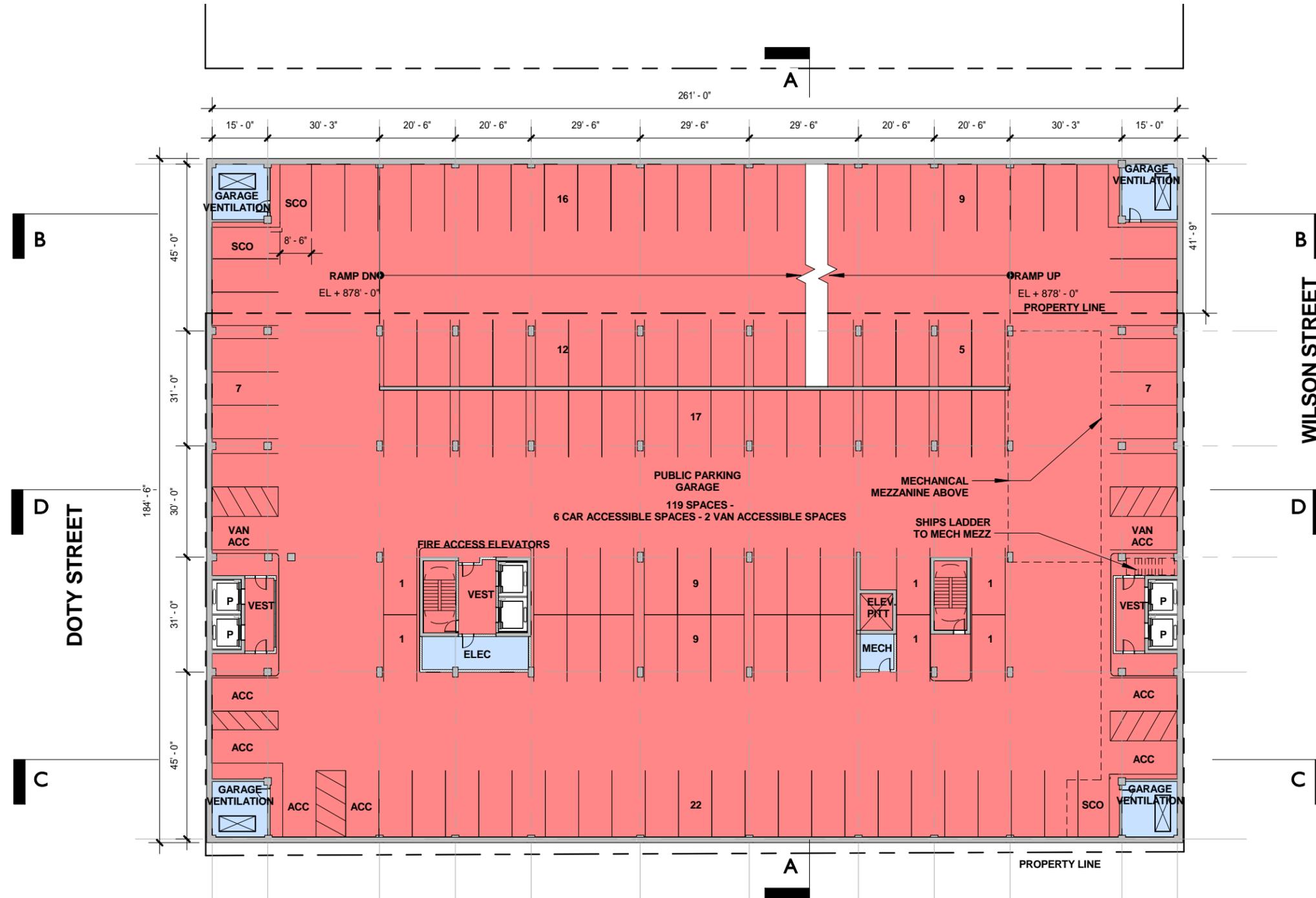
- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF



TOTAL GROSS SF: 48,708 SF



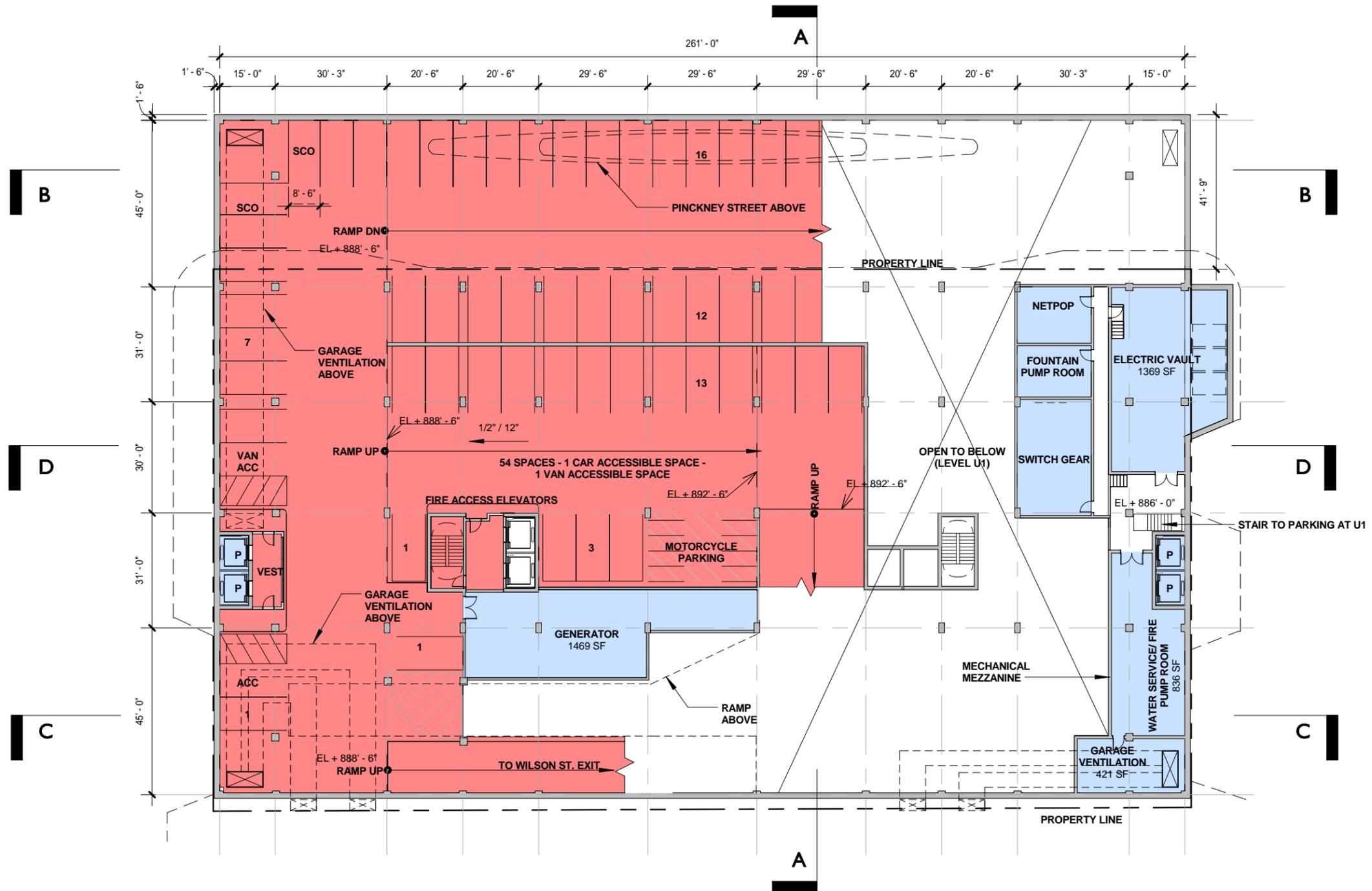
- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF



TOTAL GROSS SF: 48,708 SF



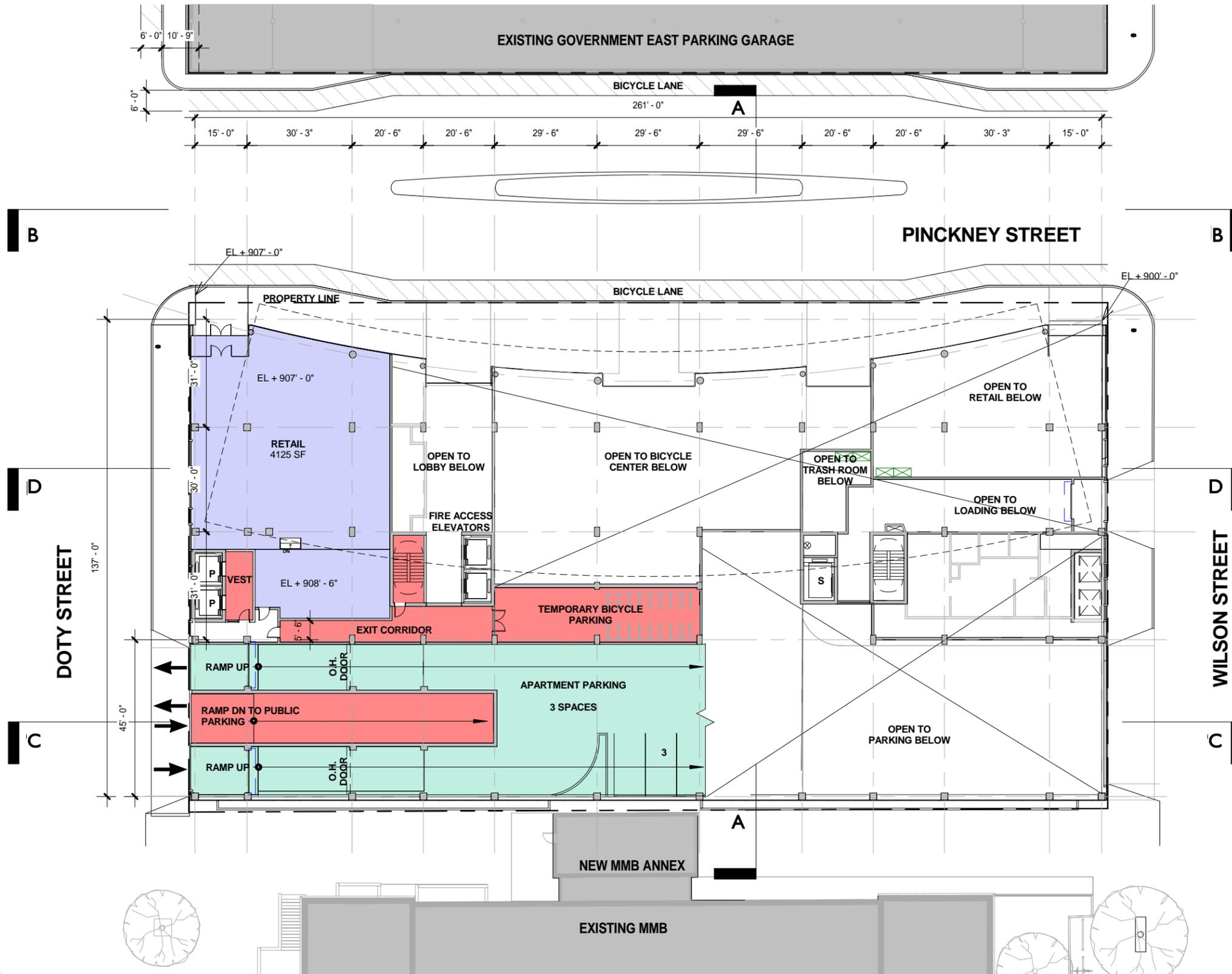
- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF



TOTAL GROSS SF: 32,783 SF



- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF



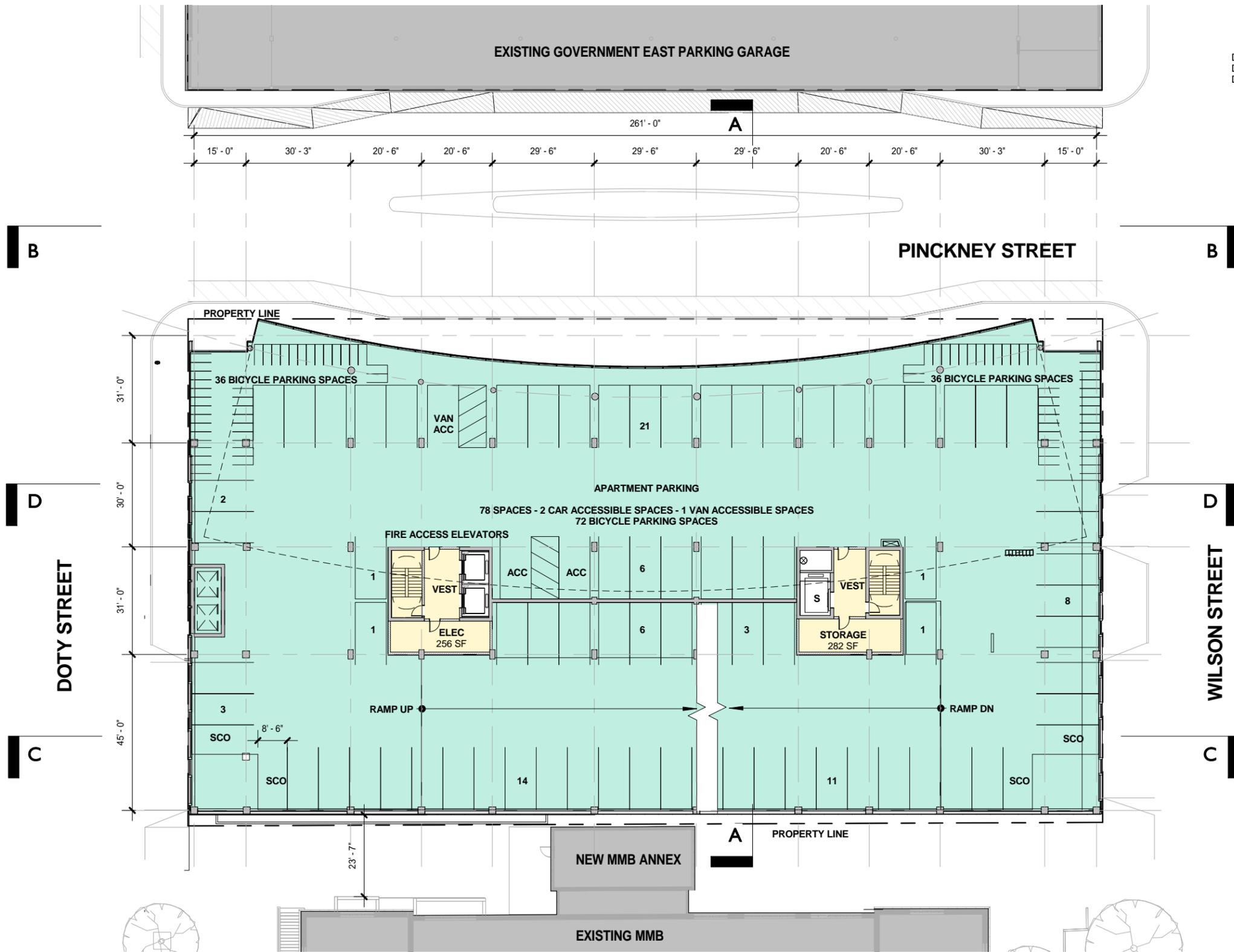
TOTAL GROSS SF: 12,394 SF



- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF

CAR COUNT RESIDENTIAL
9'-0" 90 DEGREE STANDARD SPACE

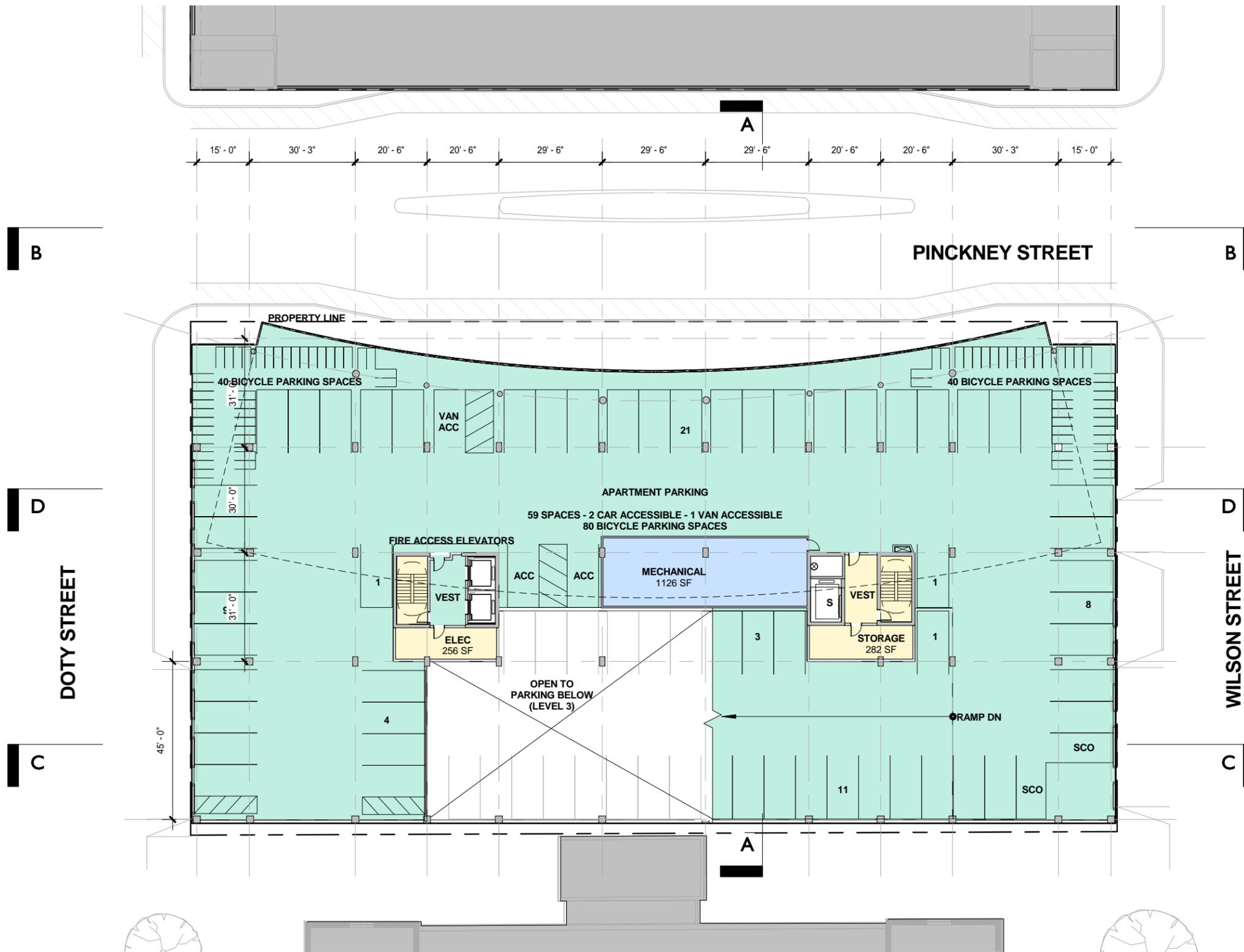
TIER	STANDARD	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL
D1 LEVEL 02	3	0	0	3
D1 LEVEL 03	78	2	1	81
D1 LEVEL 04	59	2	1	62
TOTAL	140	4	2	146



TOTAL GROSS SF: 35,218 SF



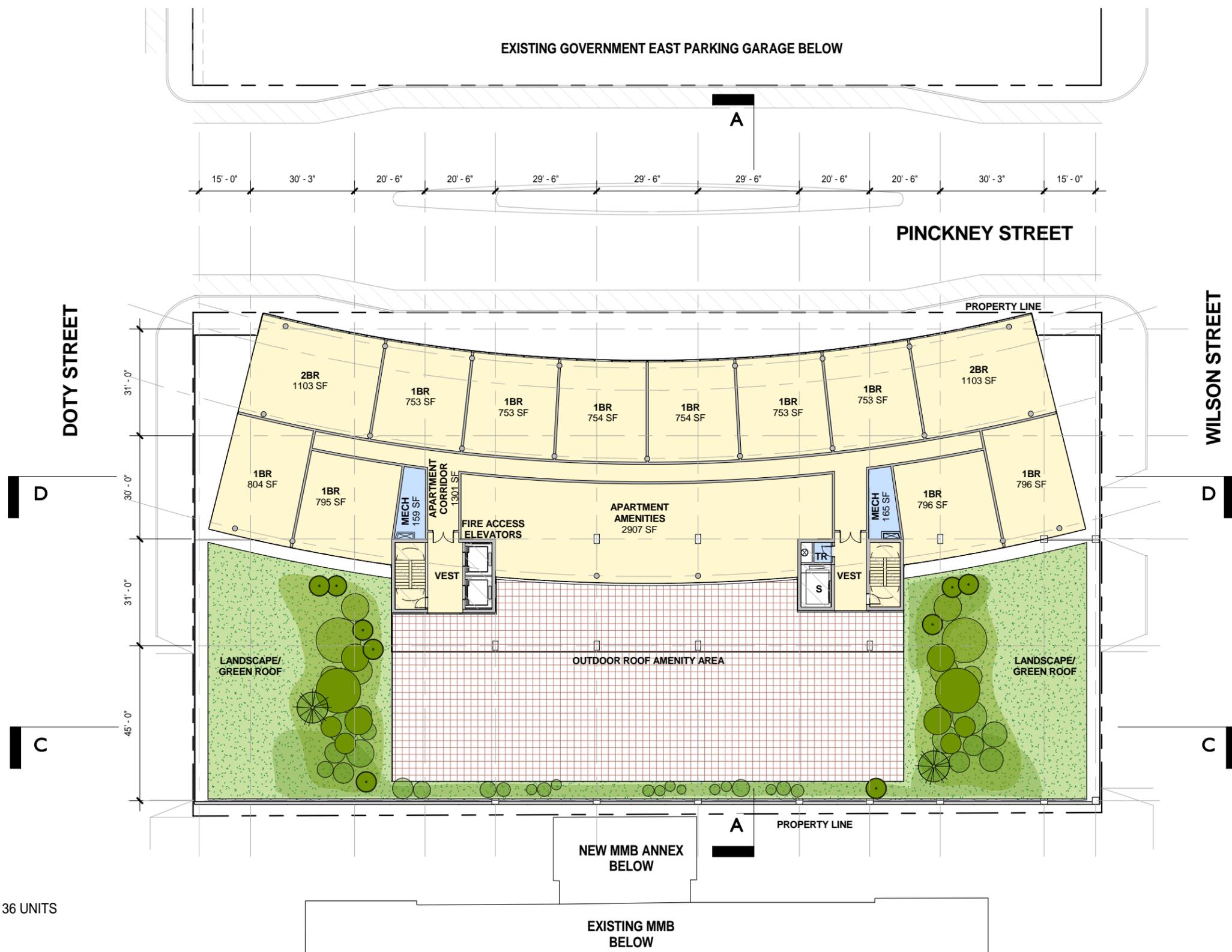
- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF



TOTAL GROSS SF: 35,218 SF



- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF



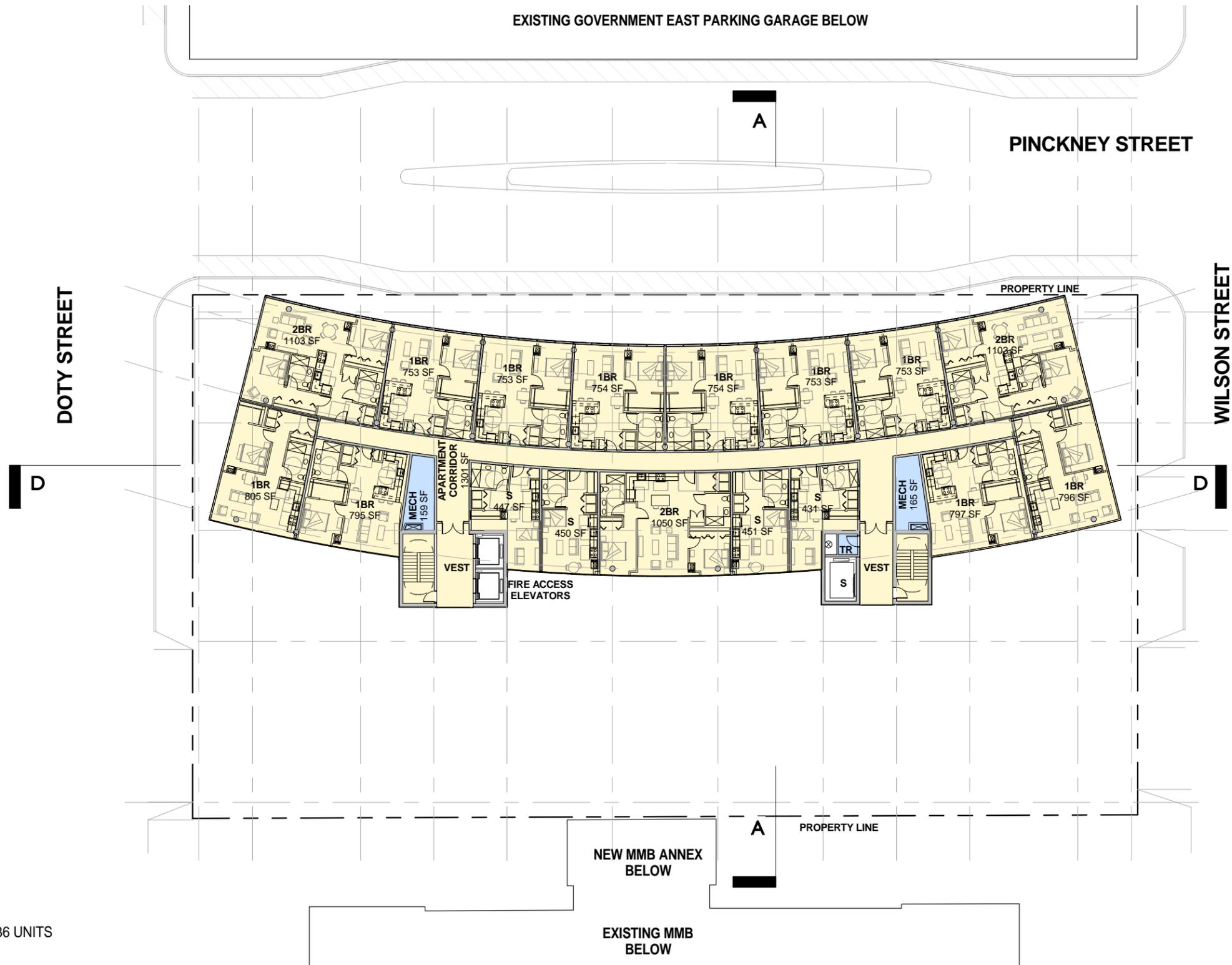
2 BR: 2 @ 1,100 SF = 2,200 SF
 1 BR: 10 @ 770.5 SF = 7,705 SF
 STUDIO: 0 SF = 0 SF
 OUTDOOR AMENITY SF = 8,024 SF
 AVG. UNIT SIZE: 825 SF

TOTAL UNITS:
 12 UNITS AMENITY FLOOR
 17 UNITS PER FLOOR X 8 FLOORS = 136 UNITS
148 UNITS TOTAL

TOTAL NET SF: 9,917 SF
TOTAL GROSS SF: 16,208 SF



- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF



2 BR: 3 @ 1,085 SF = 3,255 SF
 1 BR: 10 @ 770.5 SF = 7,705 SF
 STUDIO: 4 @ 450 SF = 1,800 SF
 AVG. UNIT SIZE: 751 SF

TOTAL UNITS:
 12 UNITS AMENITY FLOOR
 17 UNITS PER FLOOR X 8 FLOORS = 136 UNITS
148 UNITS TOTAL

TOTAL NET SF: 12,748 SF
 TOTAL GROSS SF: 16,208 SF

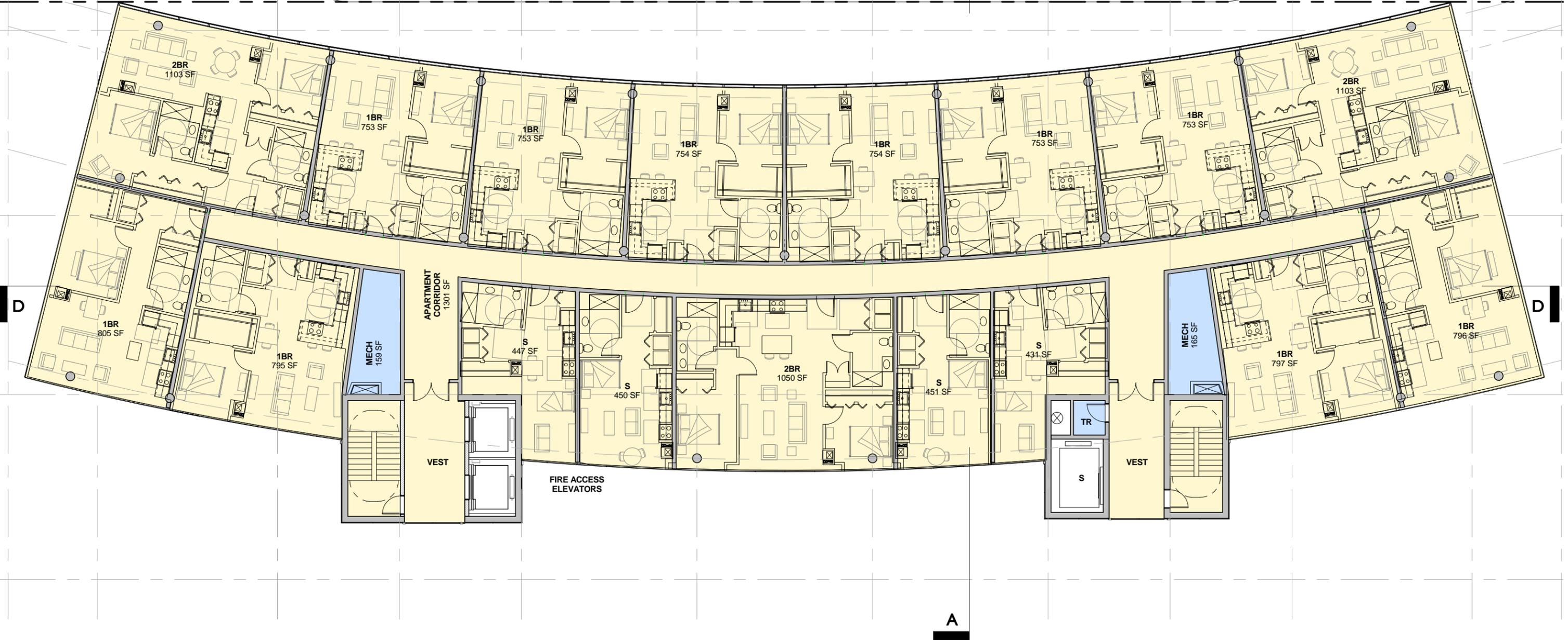


- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF

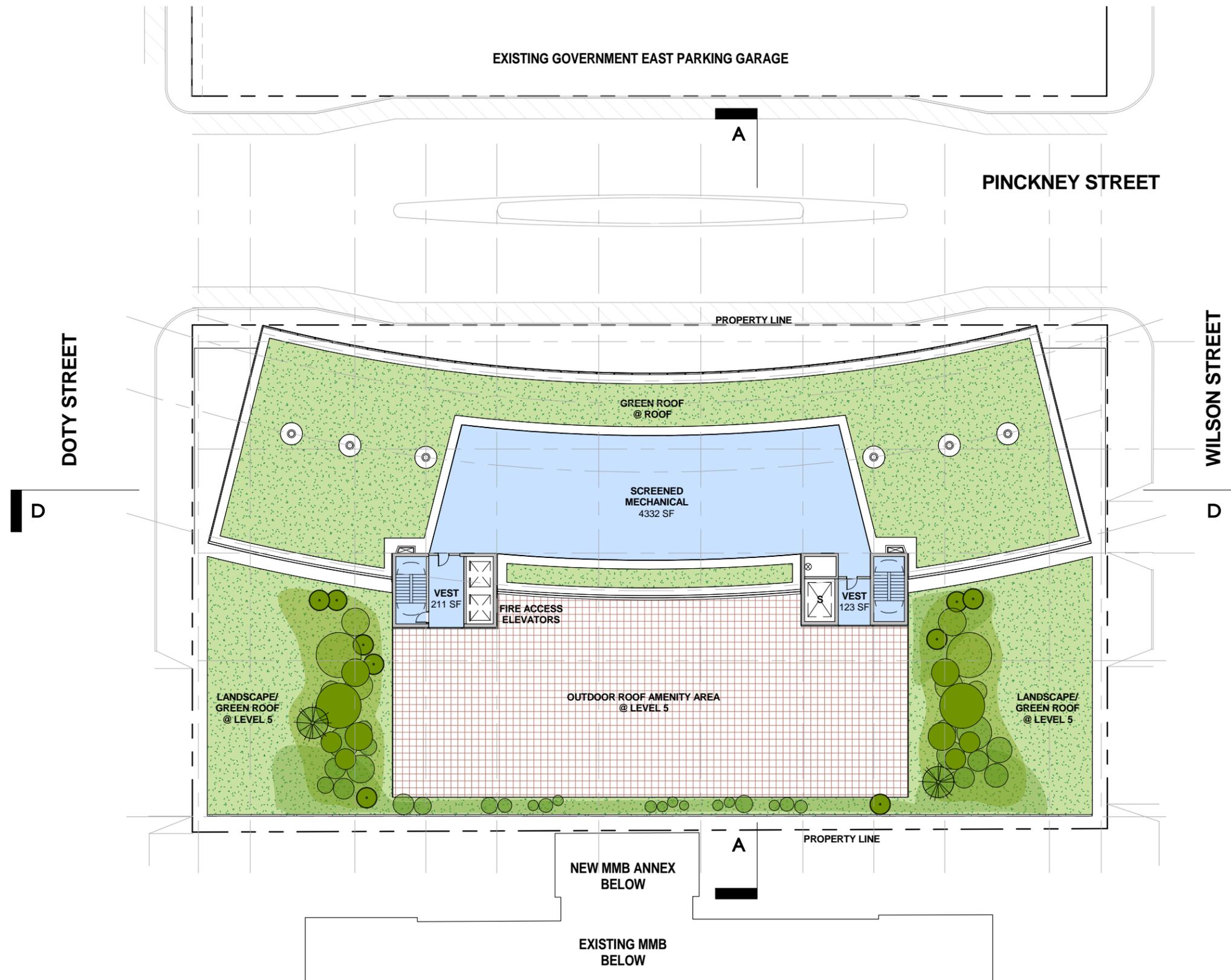
PINCKNEY STREET

A

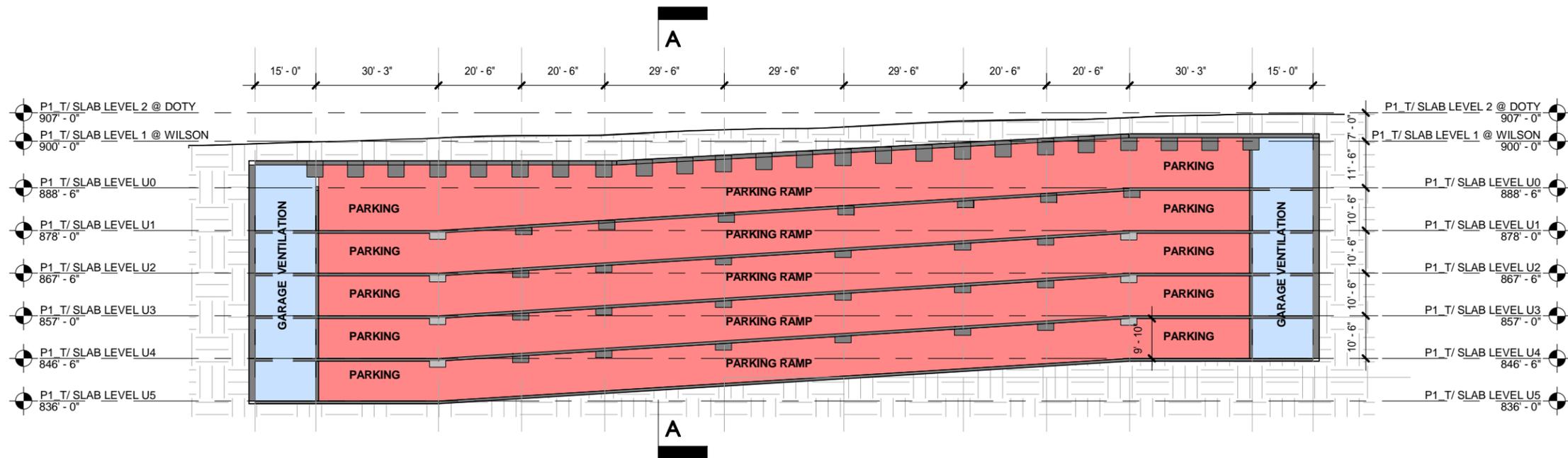
PROPERTY LINE



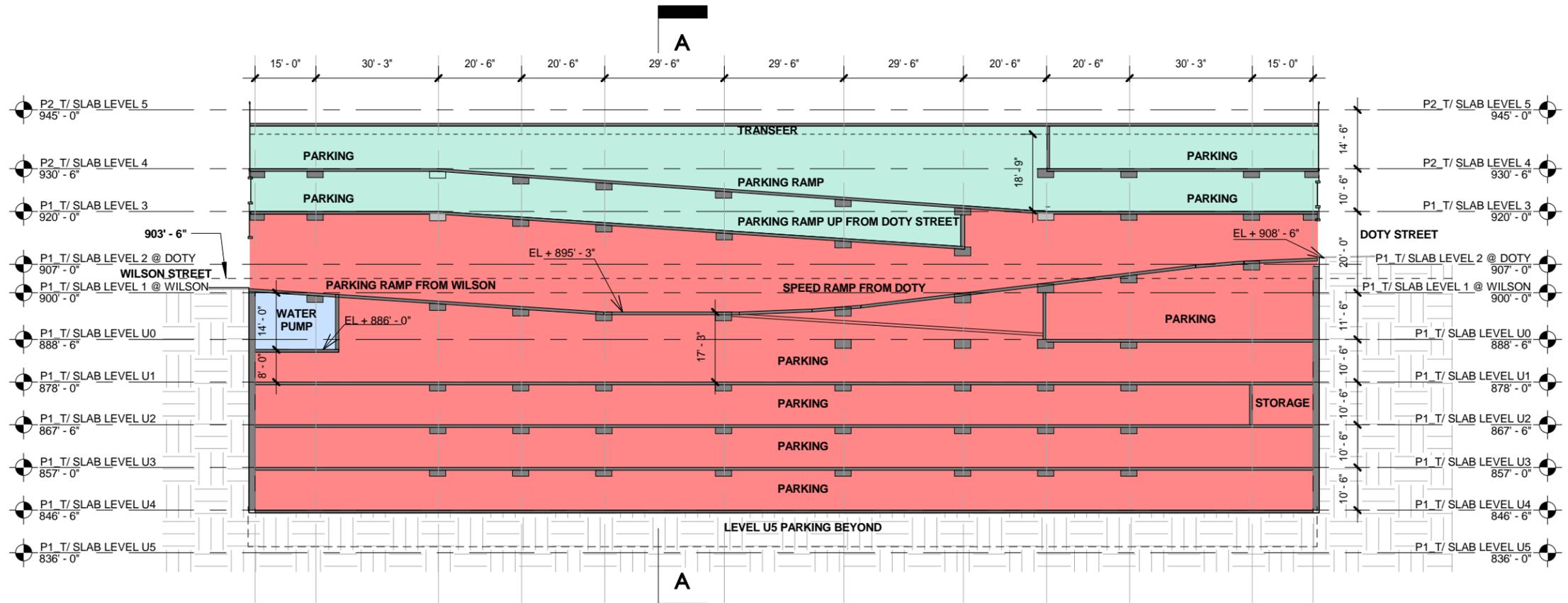
- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF



- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF

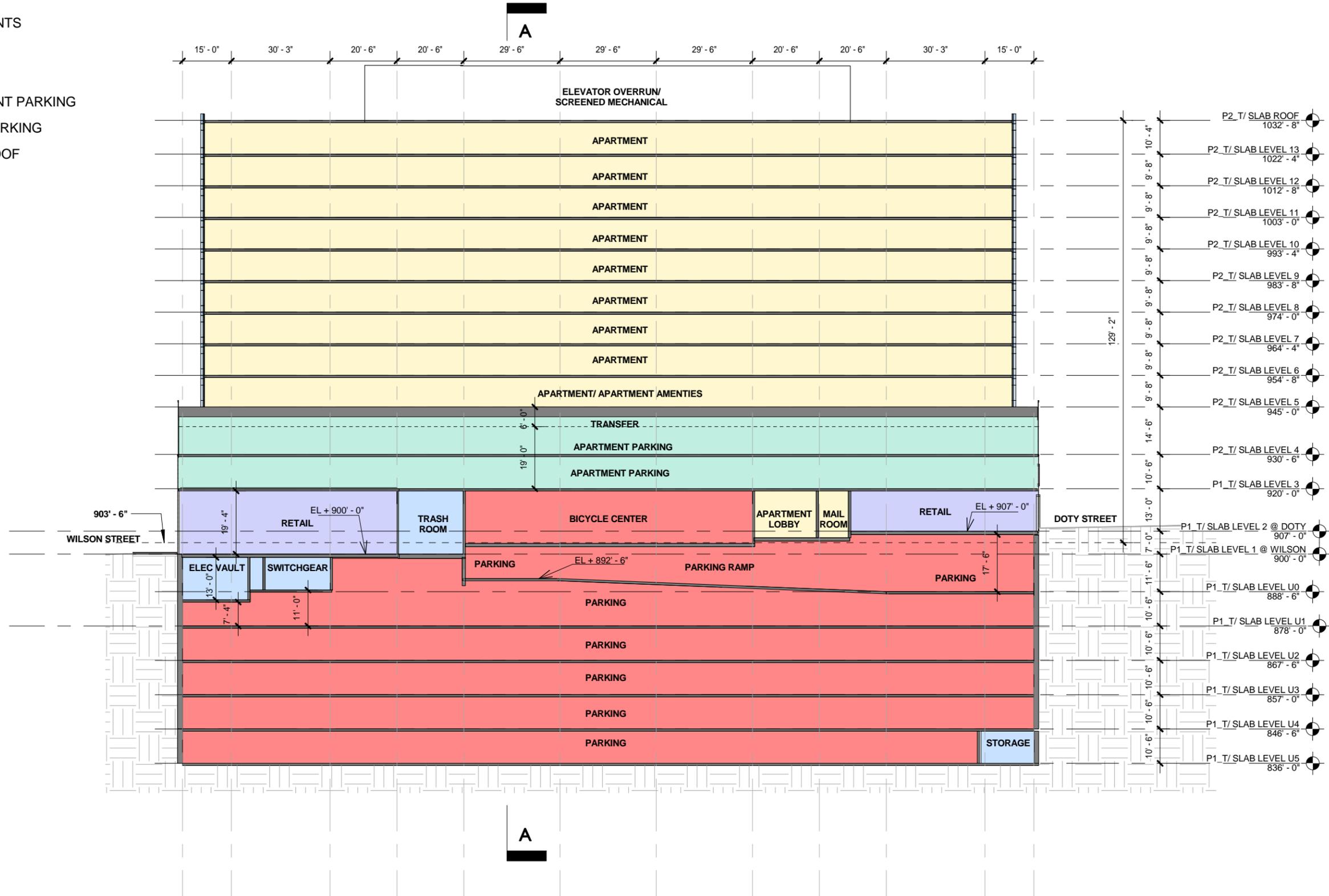


SECTION B-B

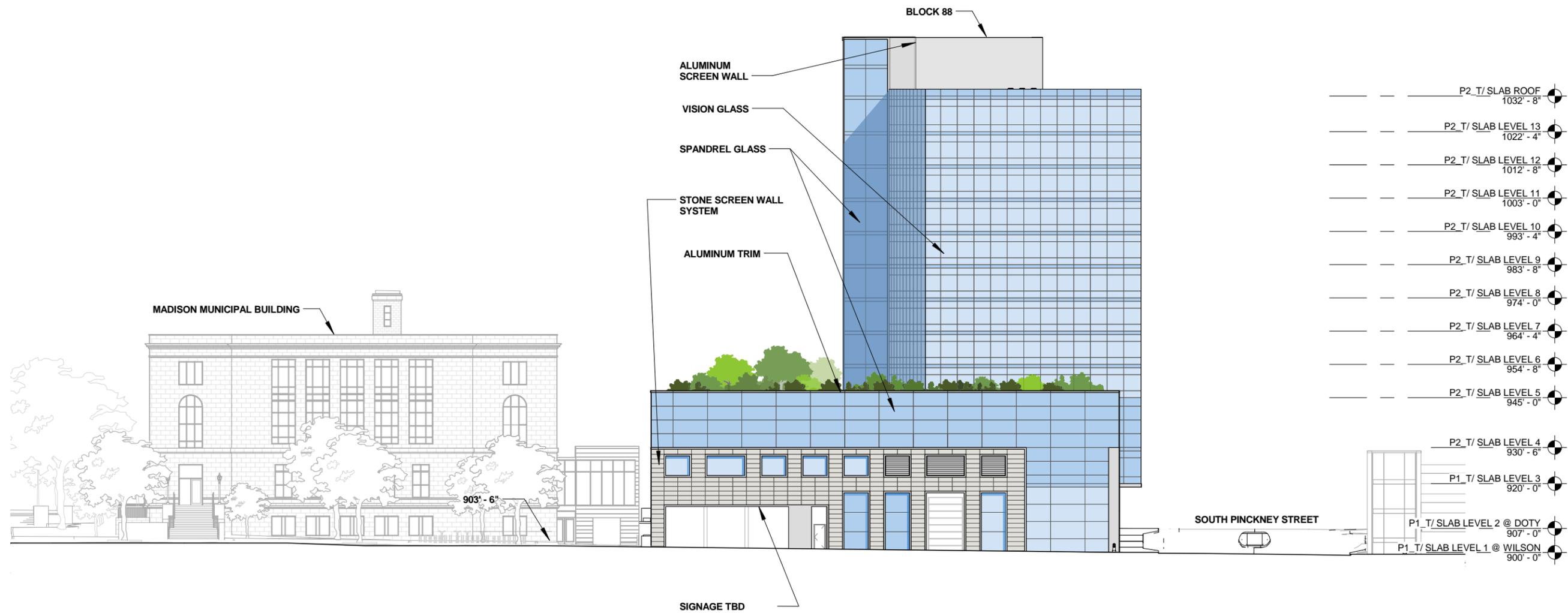


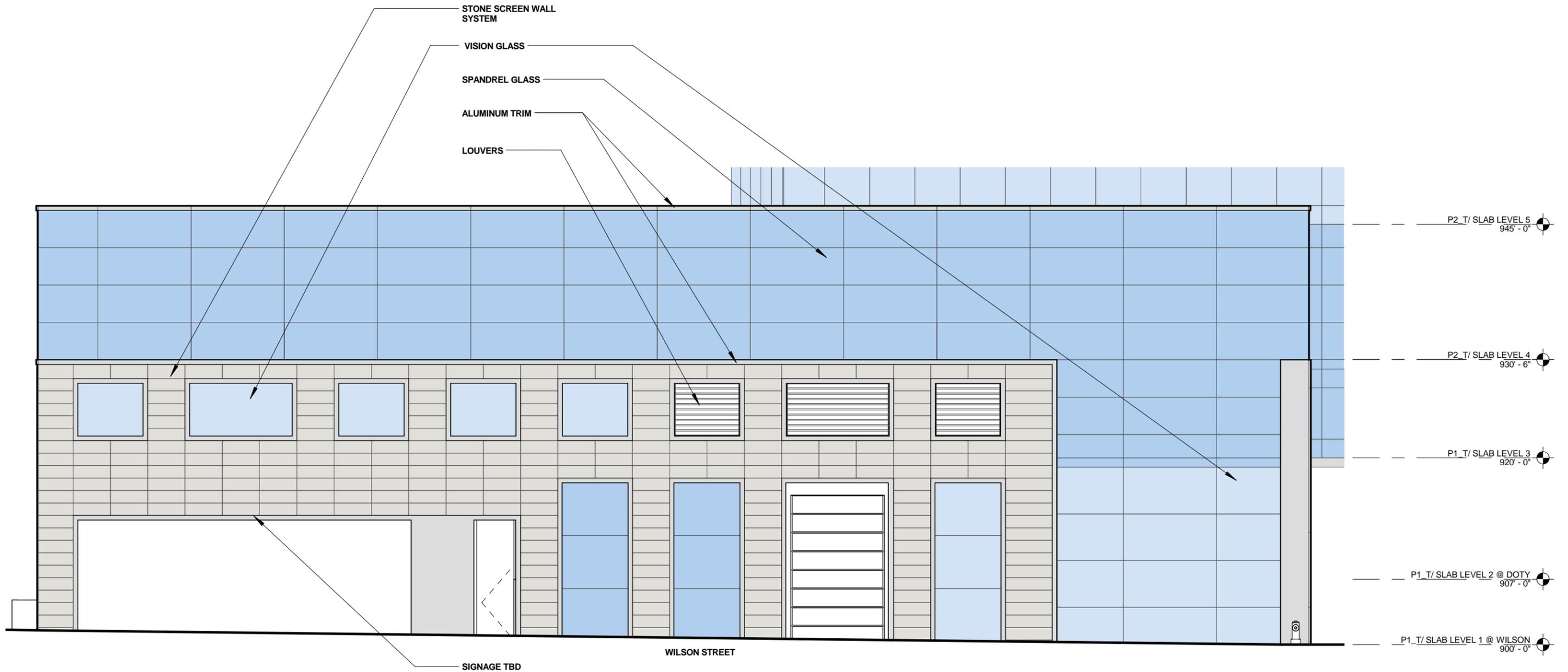
SECTION C-C

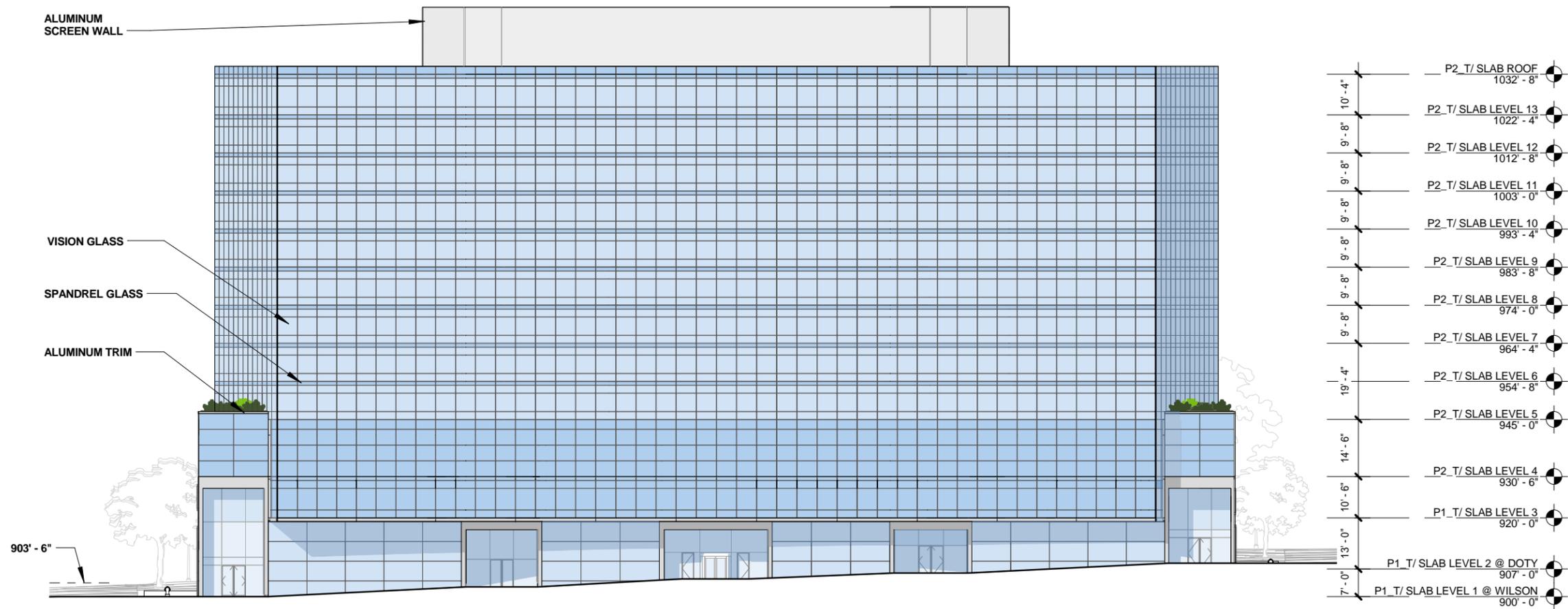
- APARTMENTS
- RETAIL
- SERVICE
- APARTMENT PARKING
- PUBLIC PARKING
- GREEN ROOF

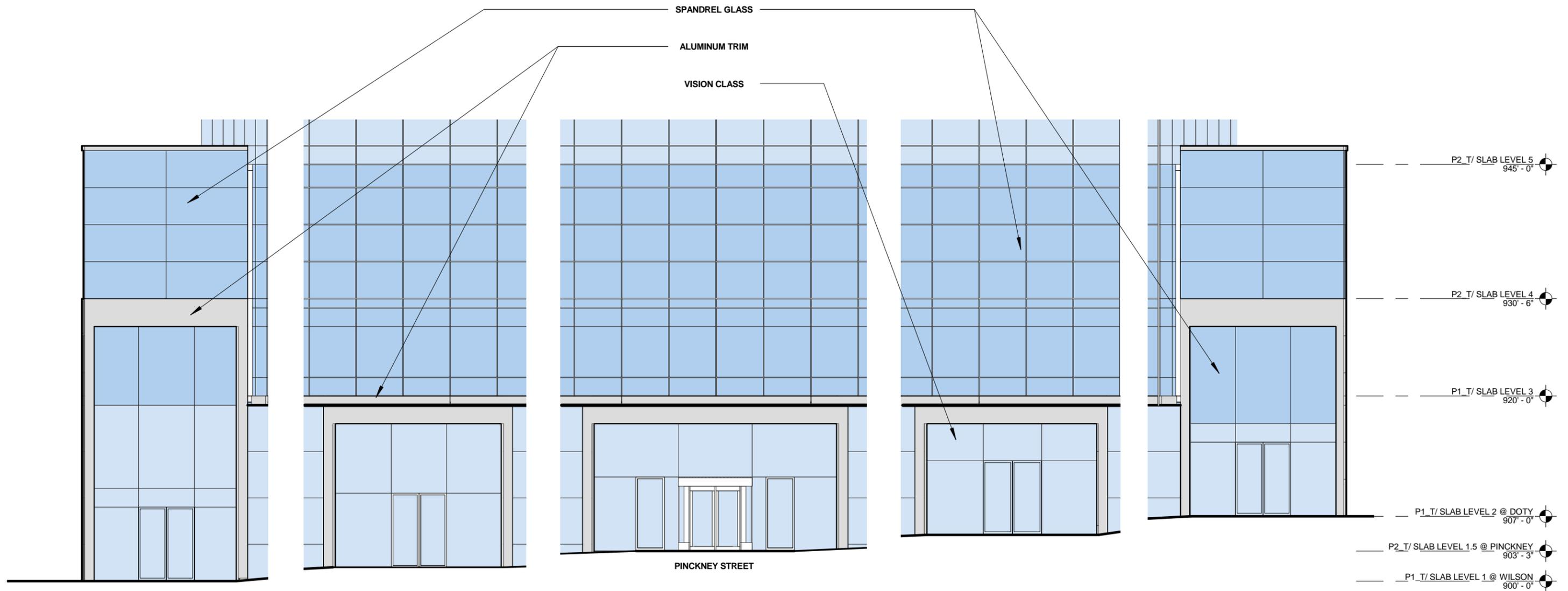


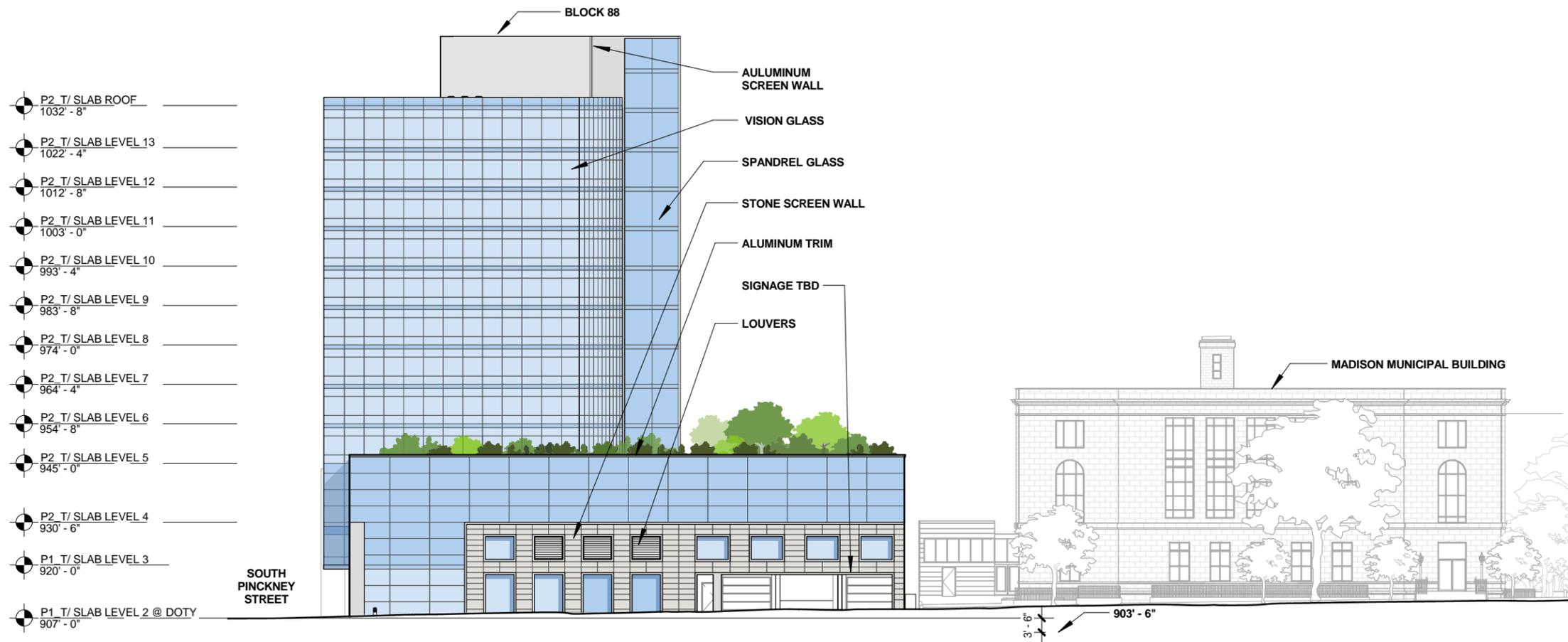
SECTION D-D

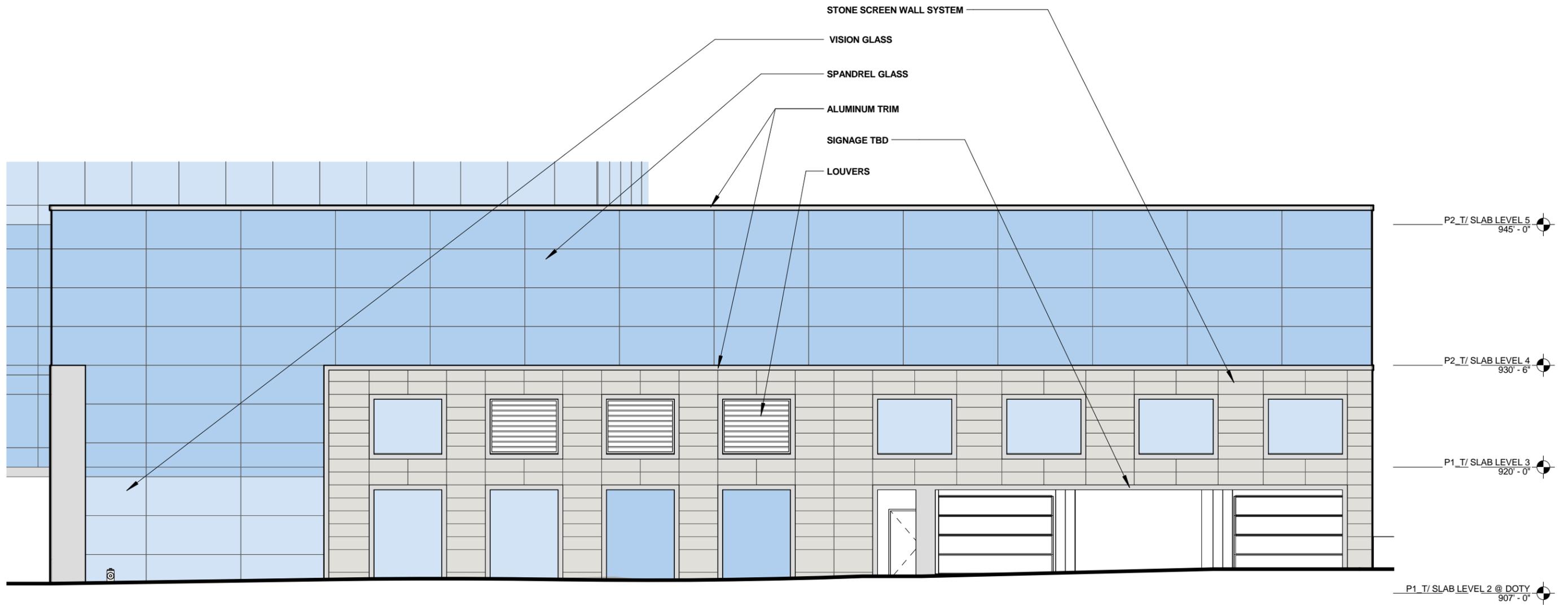


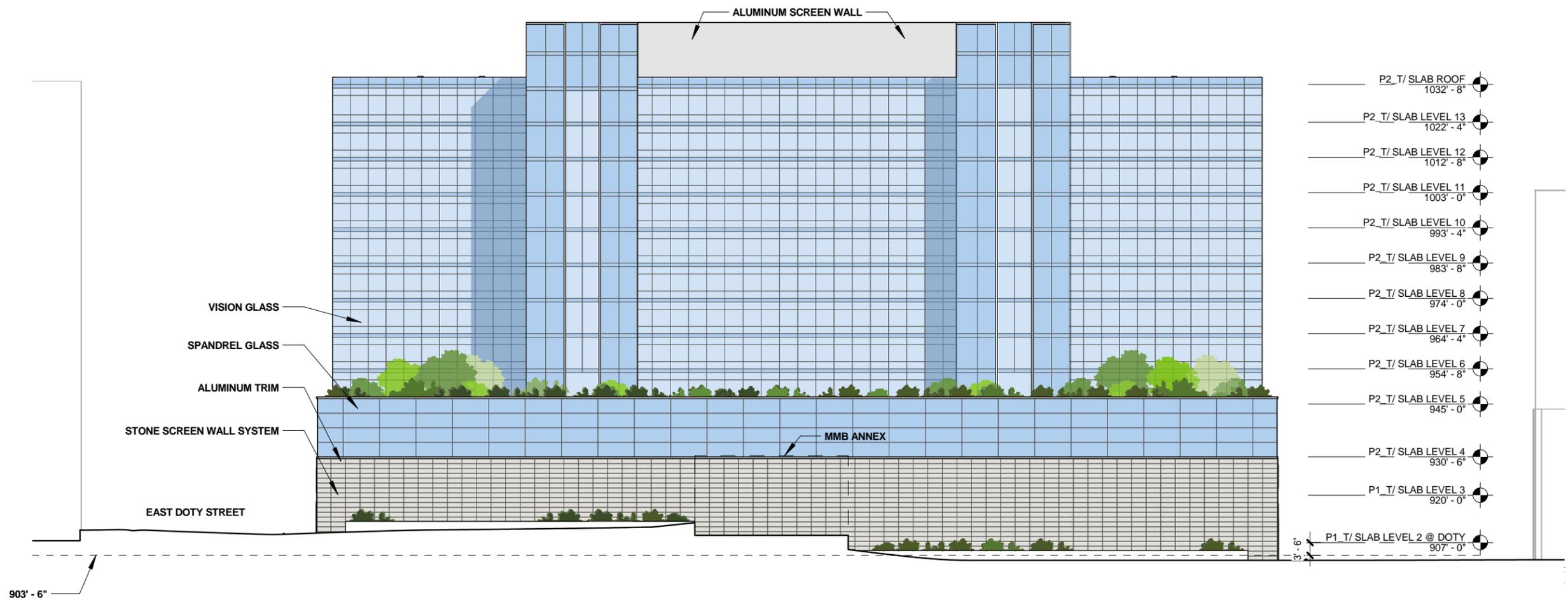


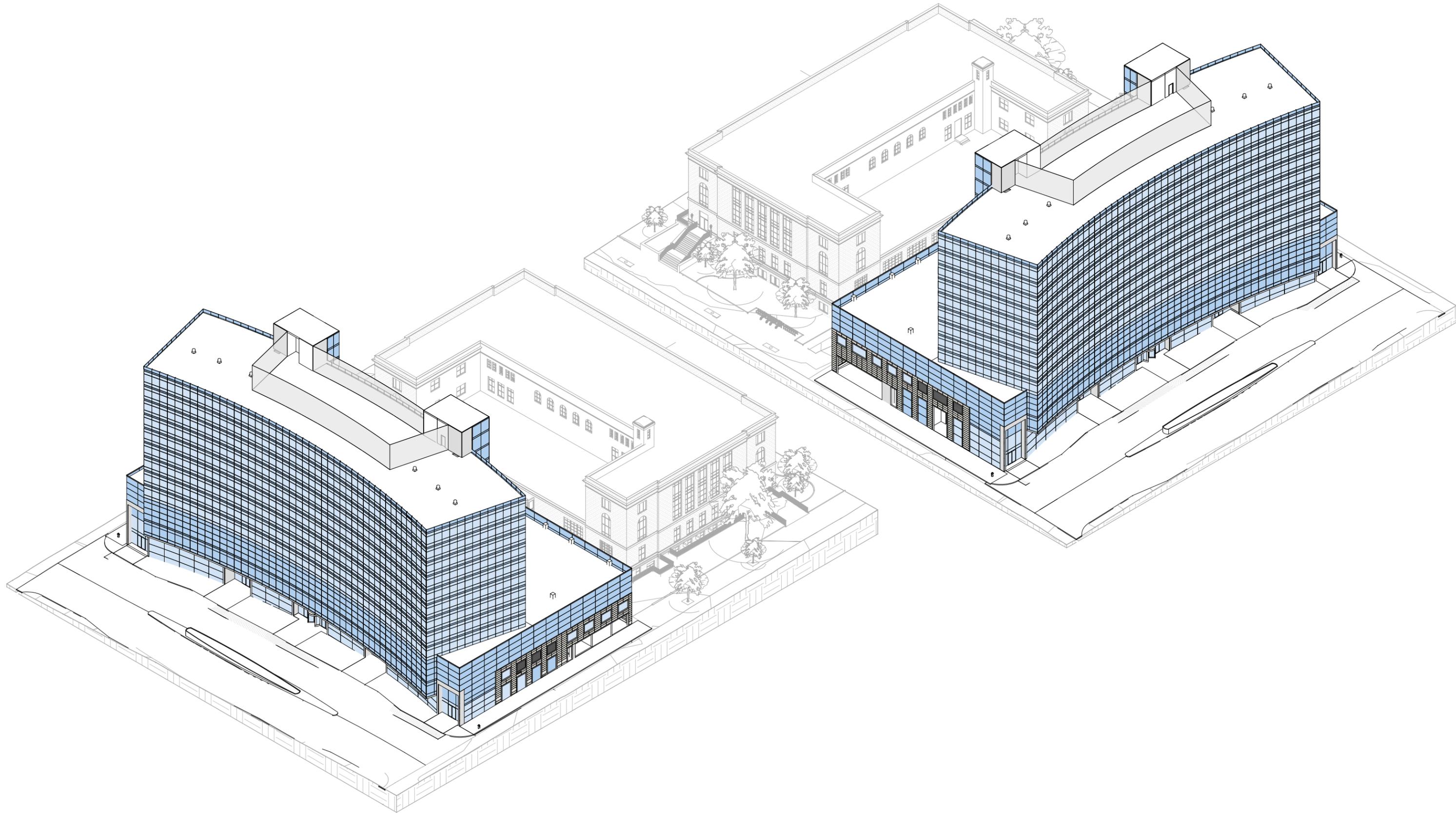


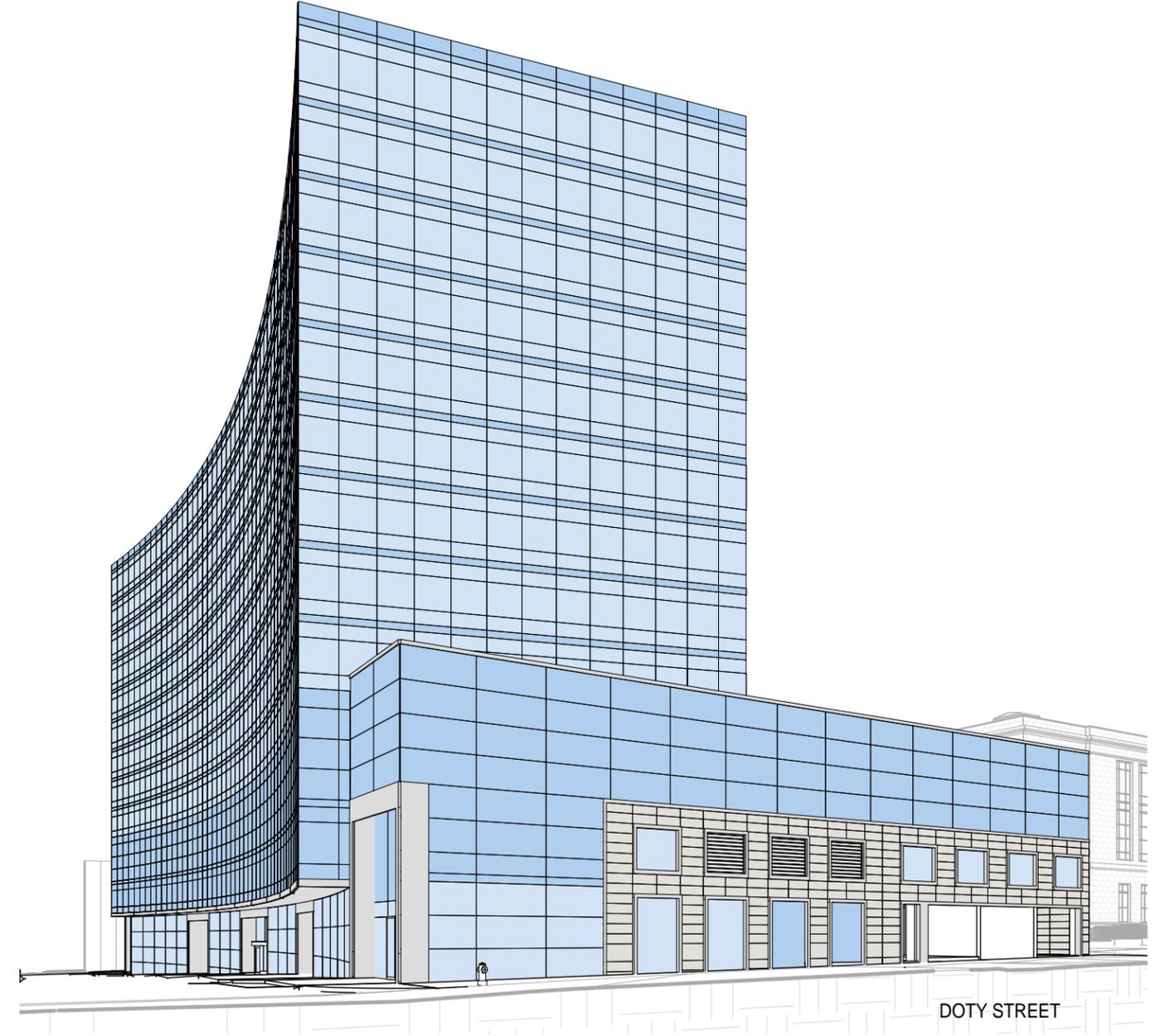
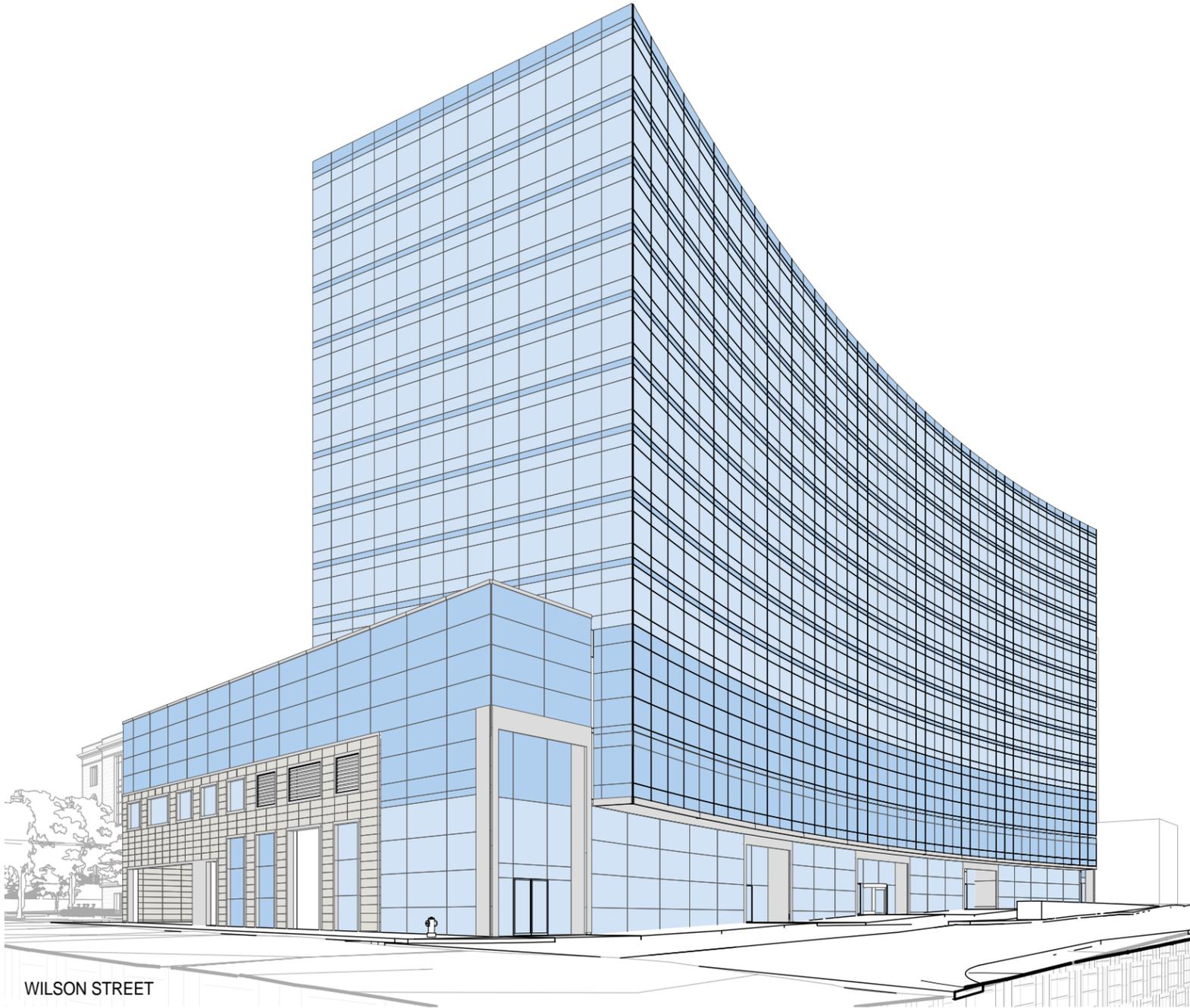


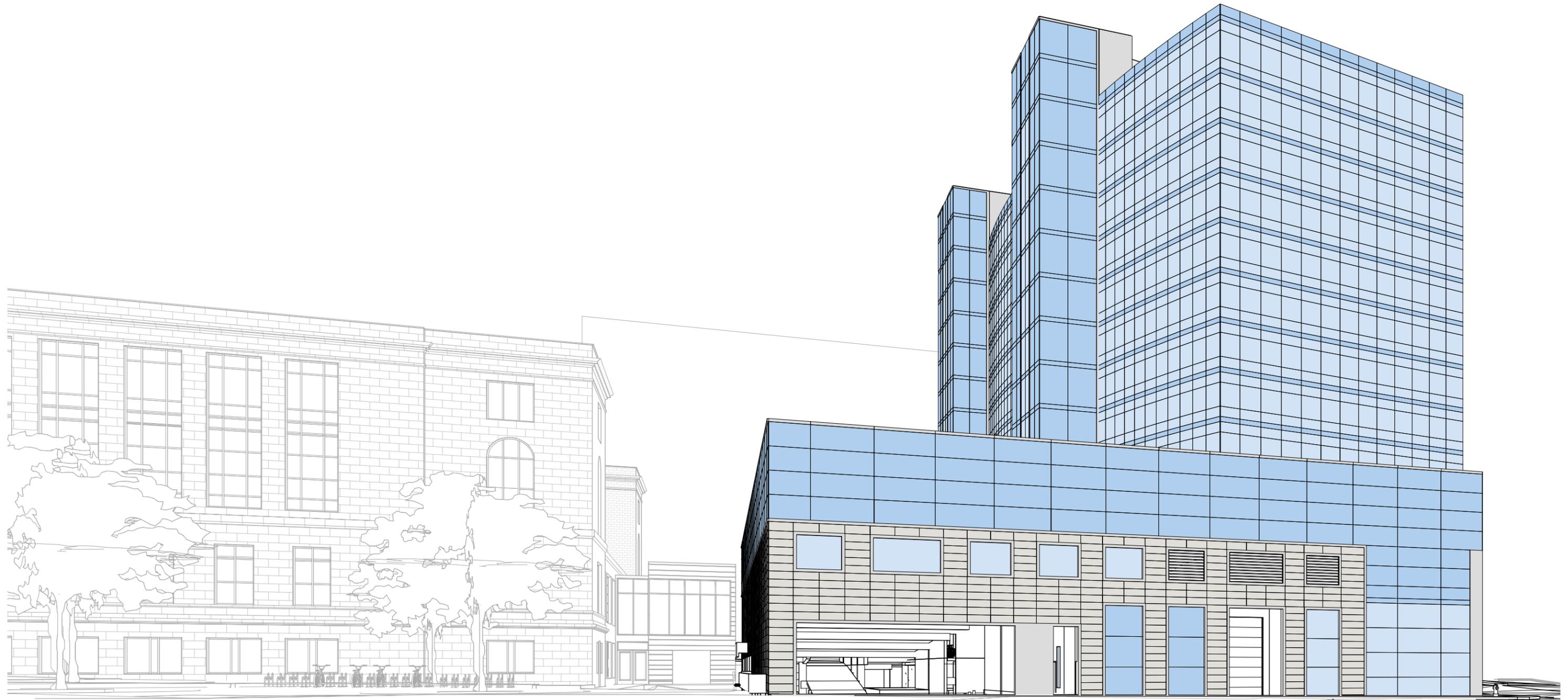




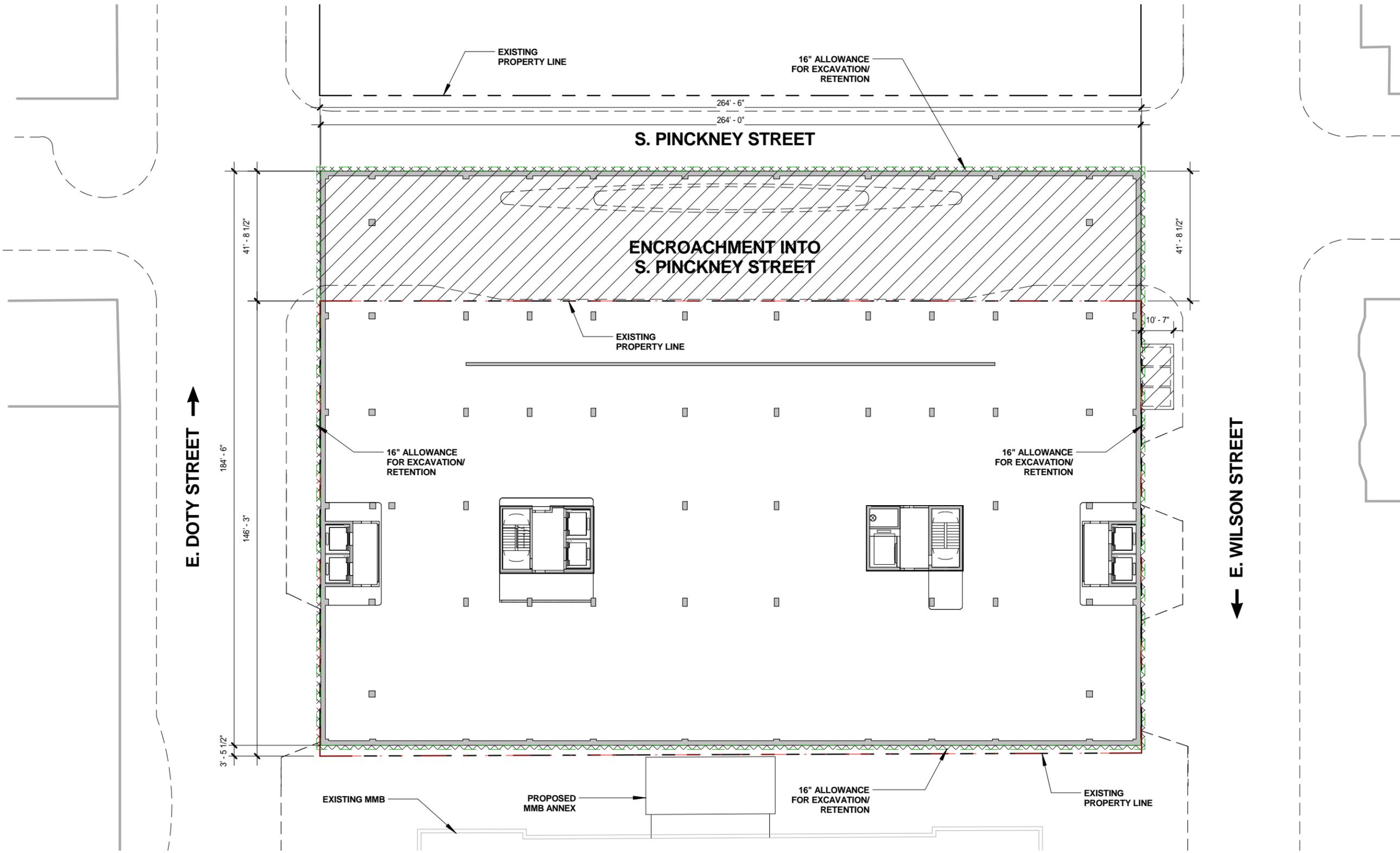








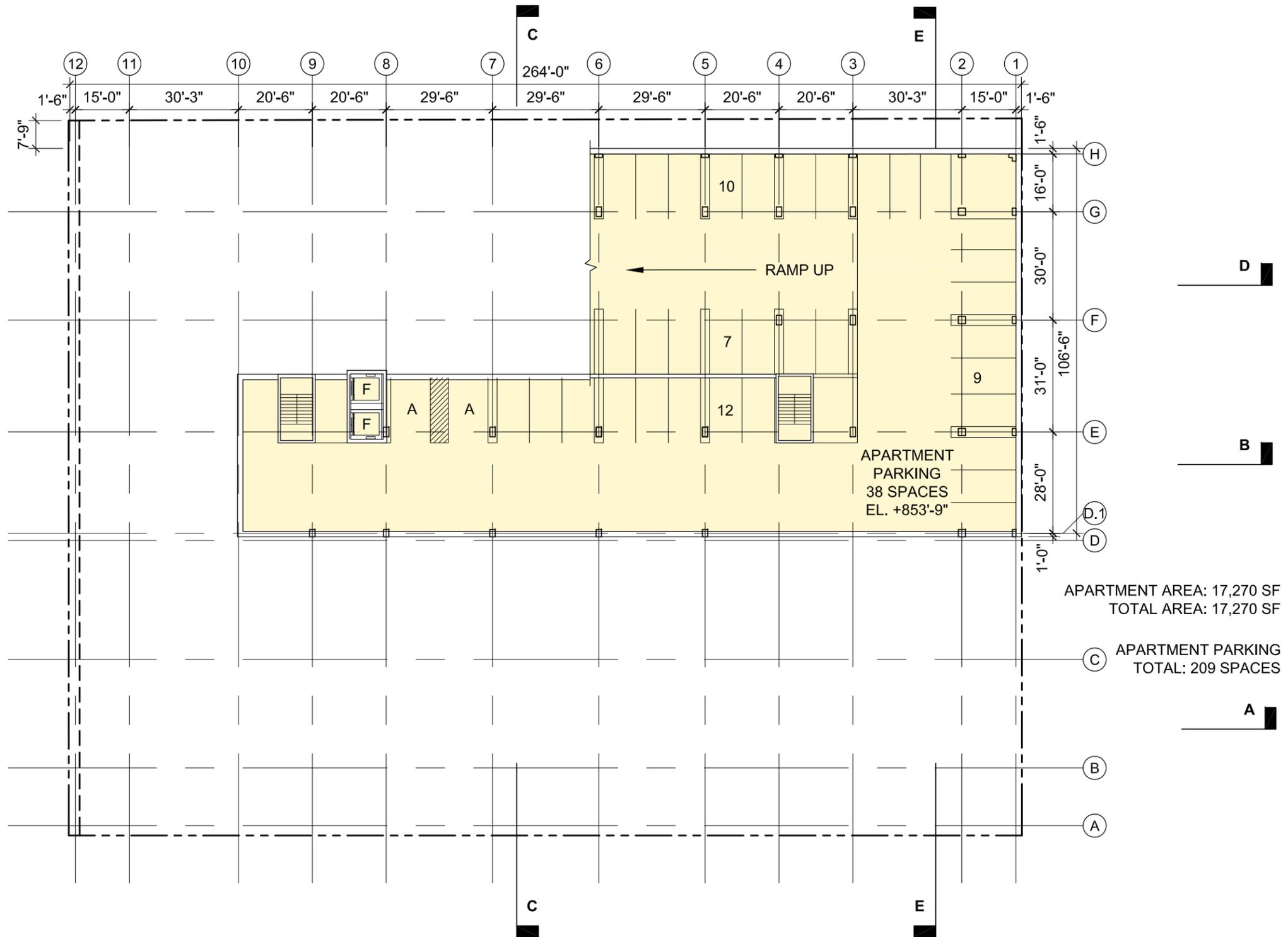
WILSON STREET



SECTION 3 - JUDGE DOYLE SQUARE - BLOCK 105

PRIVATE HOTEL DEVELOPMENT
PRIVATE APARTMENT DEVELOPMENT

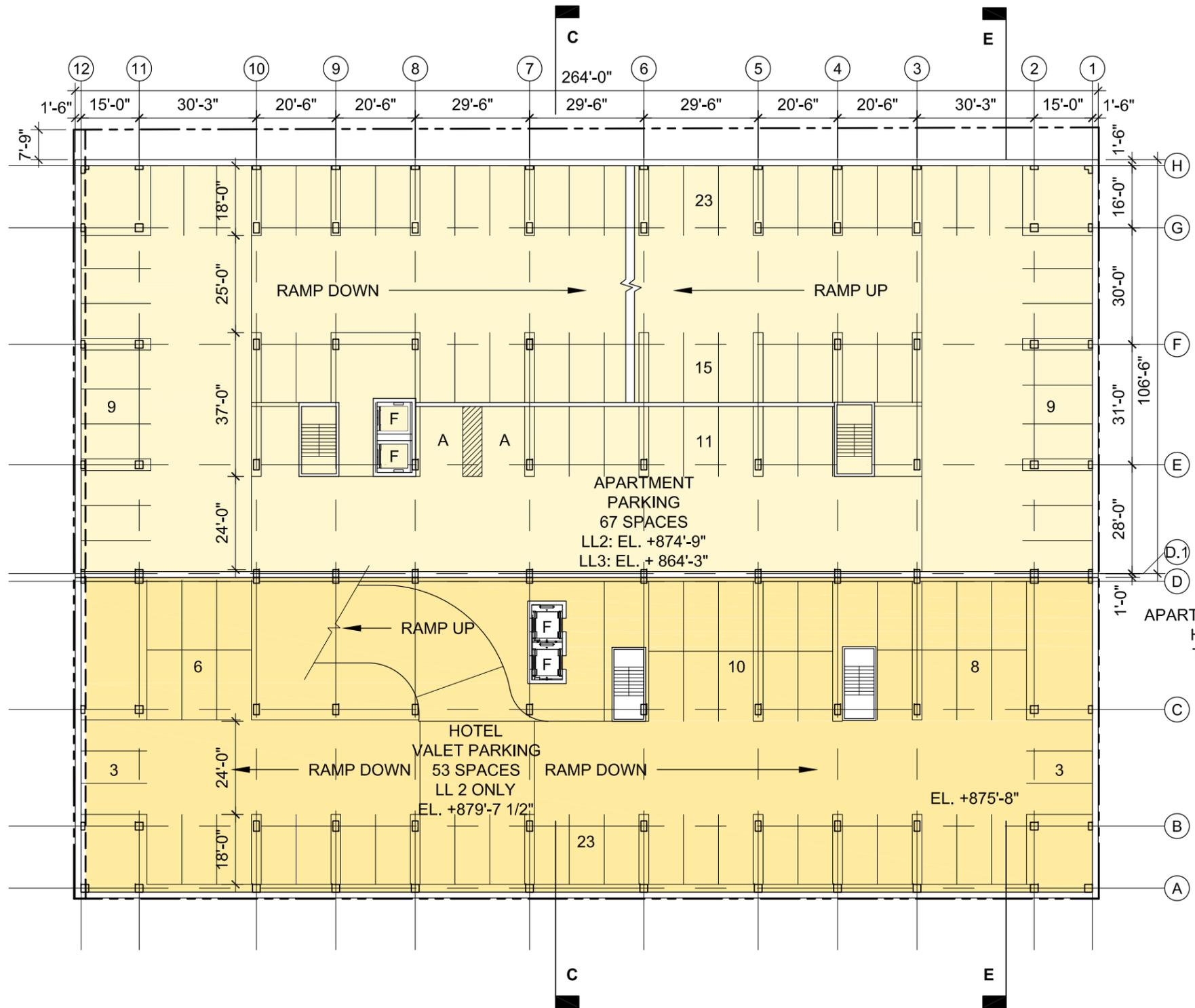




APARTMENT AREA: 17,270 SF
 TOTAL AREA: 17,270 SF

APARTMENT PARKING
 TOTAL: 209 SPACES



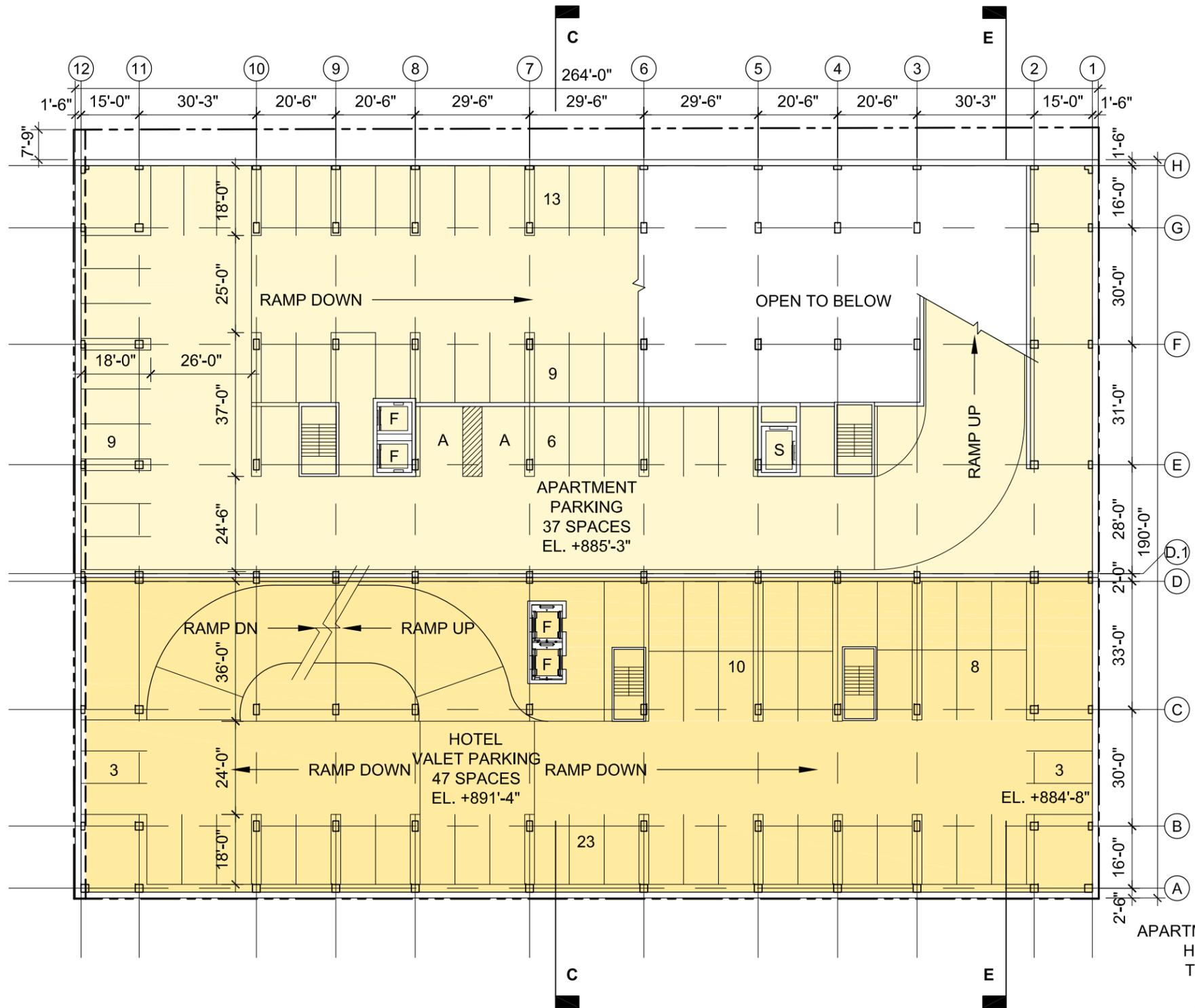


APARTMENT AREA: 28,380 SF
 HOTEL AREA: 21,780 SF
 TOTAL AREA: 50,160 SF

APARTMENT PARKING
 TOTAL: 209 SPACES

HOTEL PARKING
 TOTAL: 100 SPACES



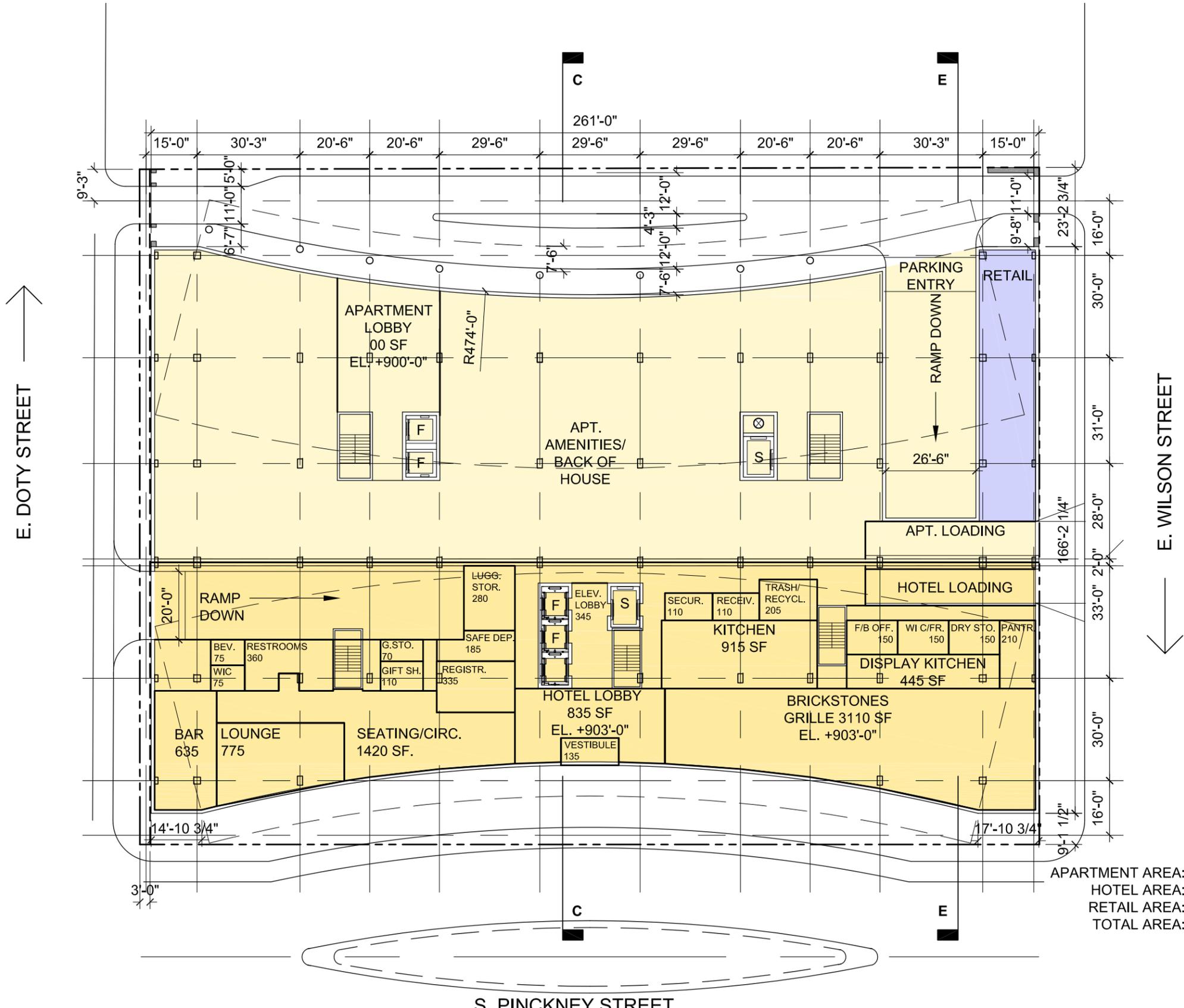


APARTMENT AREA: 21,270 SF
 HOTEL AREA: 19,790 SF
 TOTAL AREA: 41,060 SF

APARTMENT PARKING
 TOTAL: 209 SPACES

HOTEL PARKING
 TOTAL: 100 SPACES

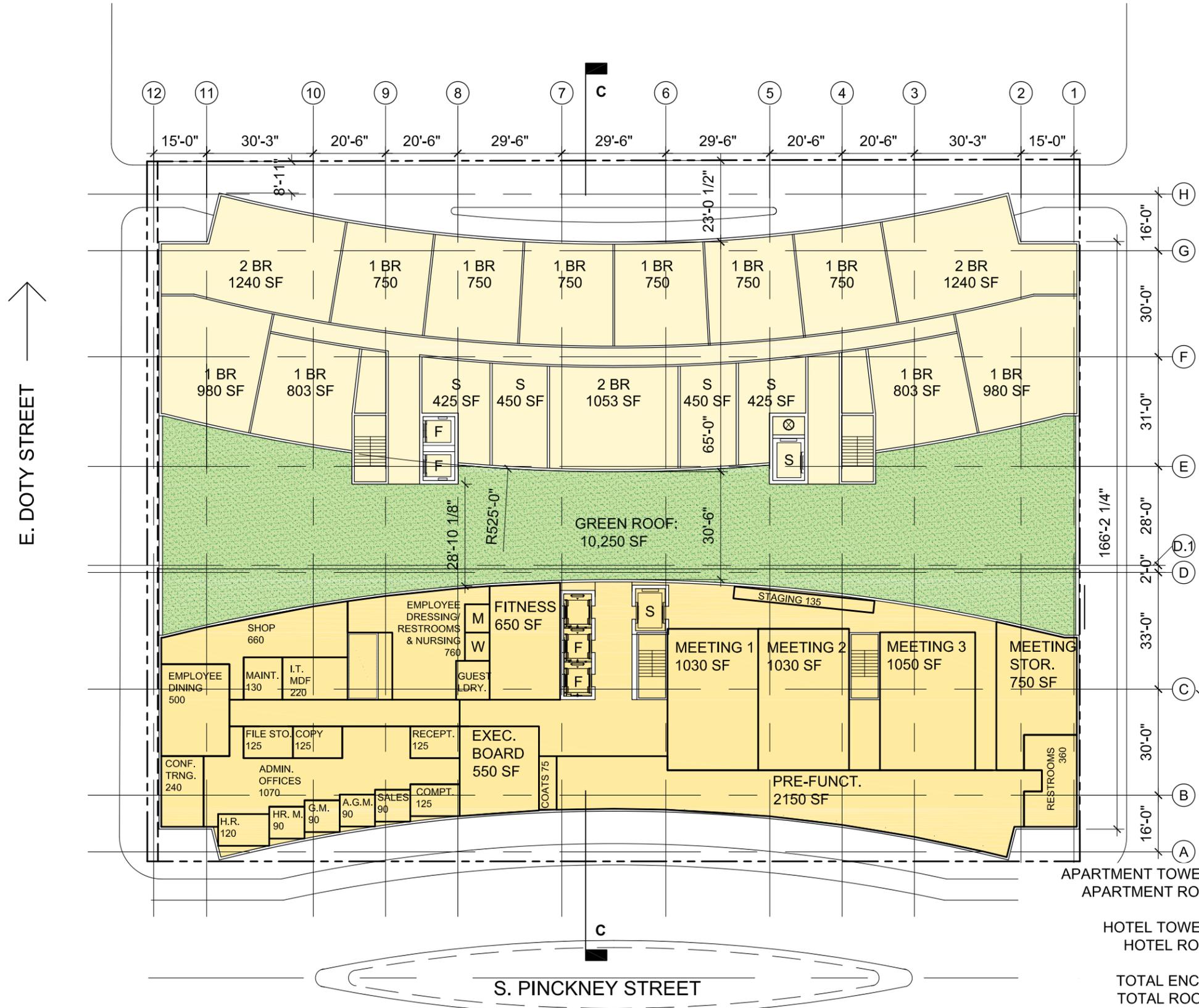




APARTMENT AREA: 20,695 SF
 HOTEL AREA: 17,045 SF
 RETAIL AREA: 1,310 SF
 TOTAL AREA: 39,050 SF

S. PINCKNEY STREET

1ST FLOOR PLAN



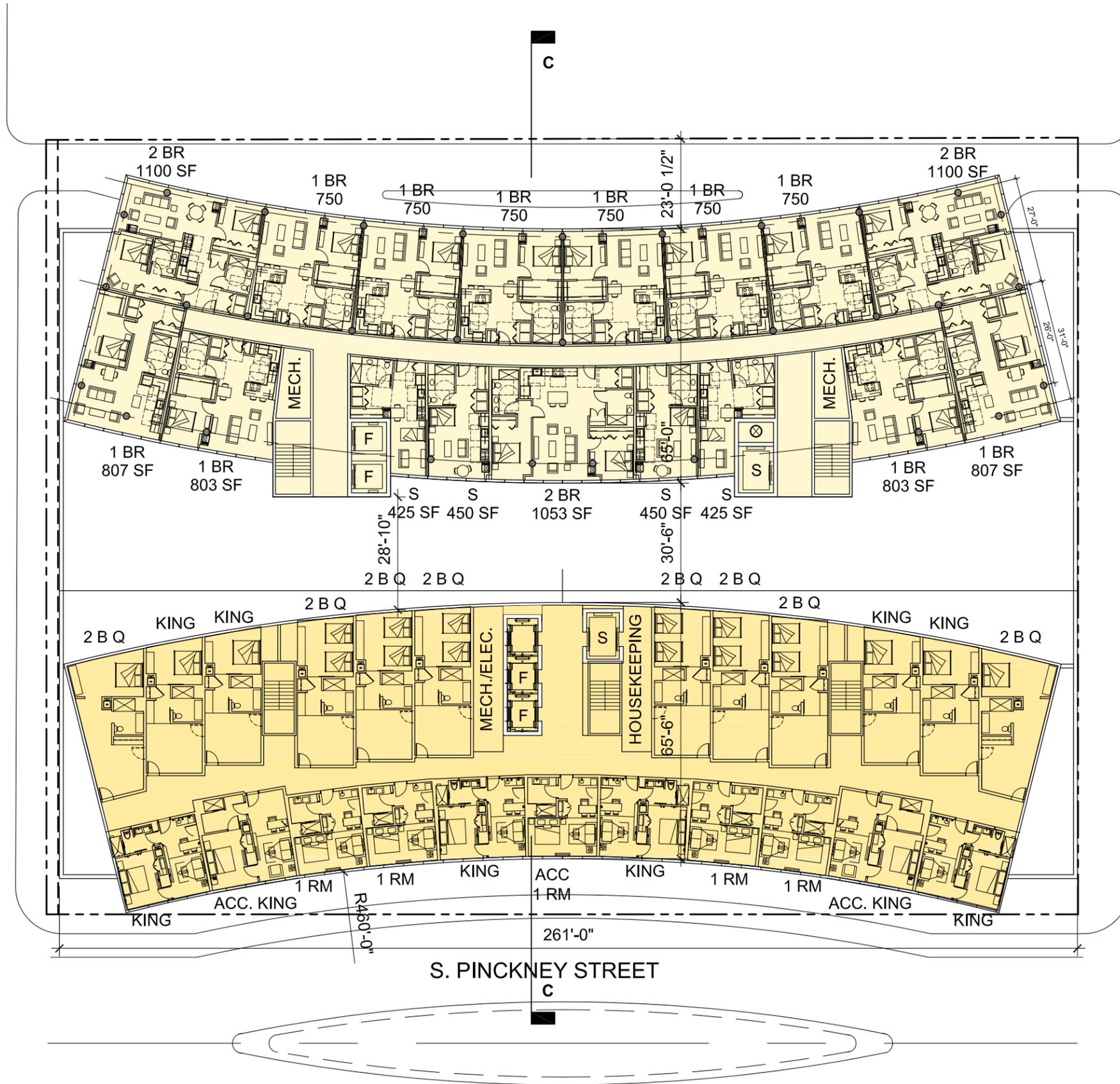
2 BR: 2 @ 1240 SF = 2,480 SF
 2 BR: 1 @ 1053 SF = 1,053 SF
 1 BR: 6 @ 750 SF = 4,500 SF
 1 BR: 2 @ 980 SF = 1,960 SF
 1 BR: 2 @ 803 SF = 1,606 SF
 STUDIO: 2 @ 450 SF = 900 SF
 STUDIO: 2 @ 425 SF = 850 SF

TOTAL NET SF: 13,349
 TOTAL GROSS SF: 17,030

APARTMENT TOWER: 17,030 SF
 APARTMENT ROOF: 8,090 SF

HOTEL TOWER: 16,910 SF
 HOTEL ROOF: 2,160 SF

TOTAL ENCL.: 33,940 SF
 TOTAL ROOF: 10,250 SF



2 BR: 1 @1053 SF = 1,053 SF
 2 BR: 2 @1100 SF = 2,200 SF
 1 BR: 6 @750 SF = 4,500 SF
 1 BR: 2 @807 SF = 1,614 SF
 1 BR: 2 @803 SF = 1,606 SF
 STUDIO: 2 @450 SF = 900 SF
 STUDIO: 2 @425 SF = 850 SF

TOTAL UNITS:
 17 UNITS PER FLOOR X 12 FLOORS = 204
 204 UNITS TOTAL

TOTAL NET SF: 12,723
 TOTAL GROSS SF: 16,150

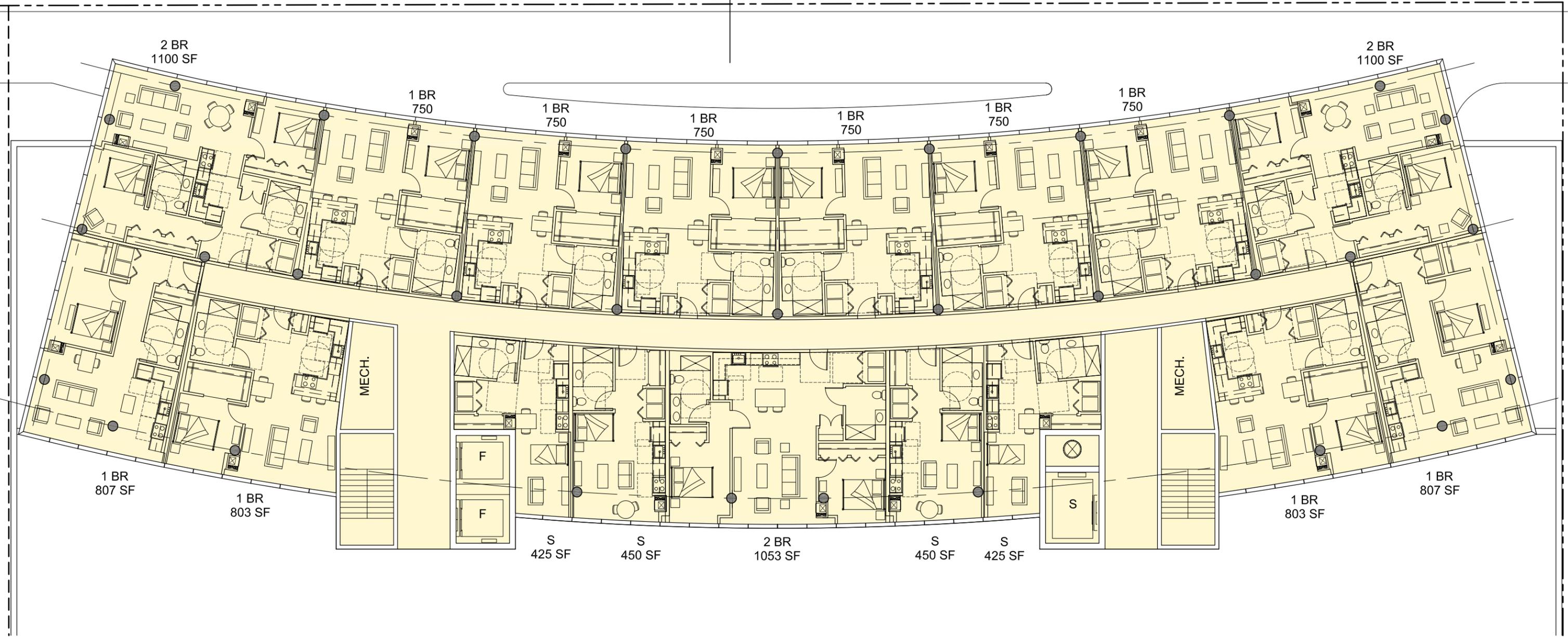
E. WILSON STREET

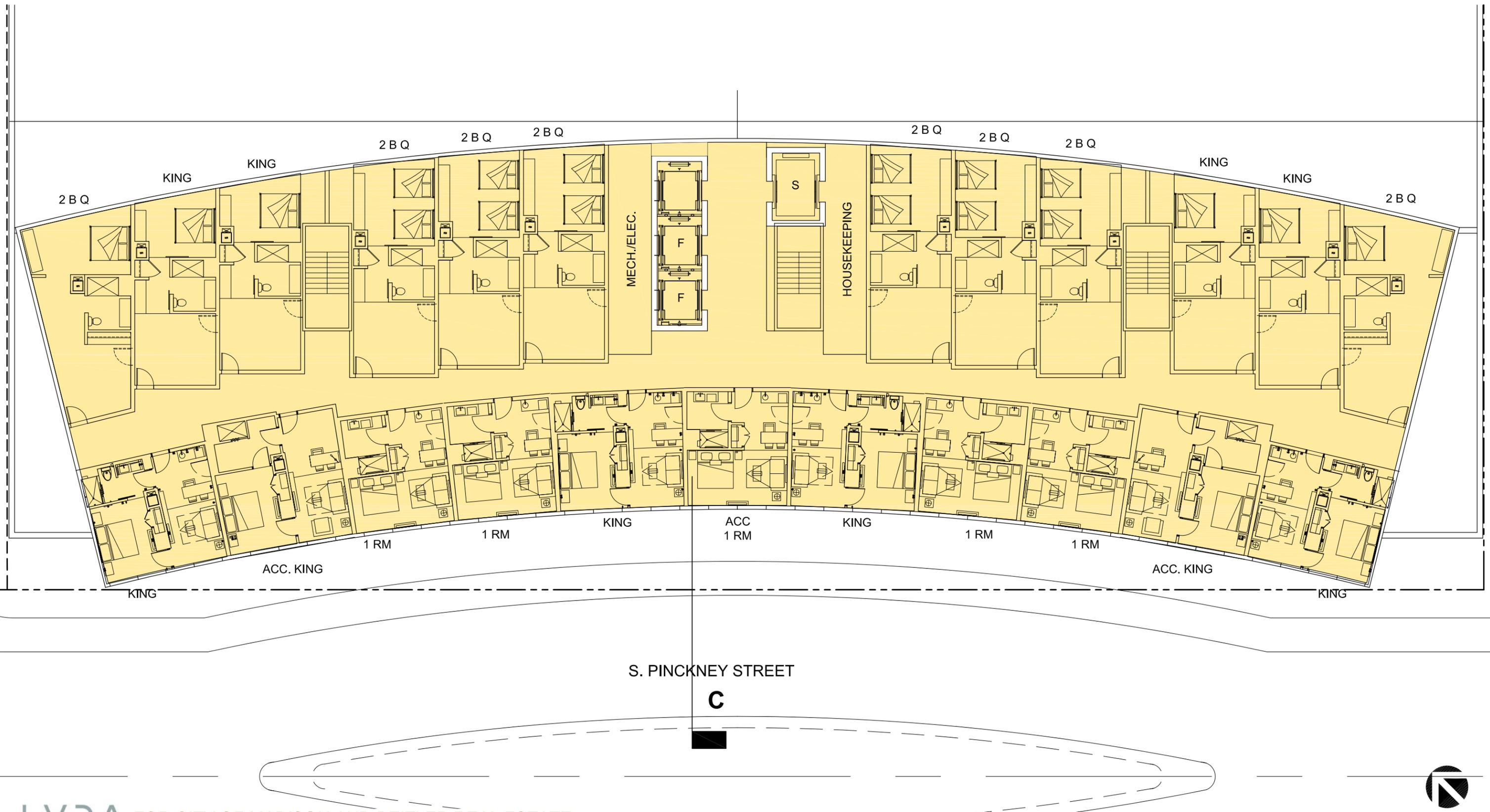
STD. KING 4 @456 = 1,824 SF
 ACC. KING 2 @507 = 1,014 SF
 SHOTGUN KING 4@478 = 1,912 SF
 SHOTGUN 2 B. QUEEN 8@535 = 4,280 SF
 STD 1 ROOM 4 @361 = 1,444 SF
 ACC 1 ROOM 1 @ 389 = 389 SF

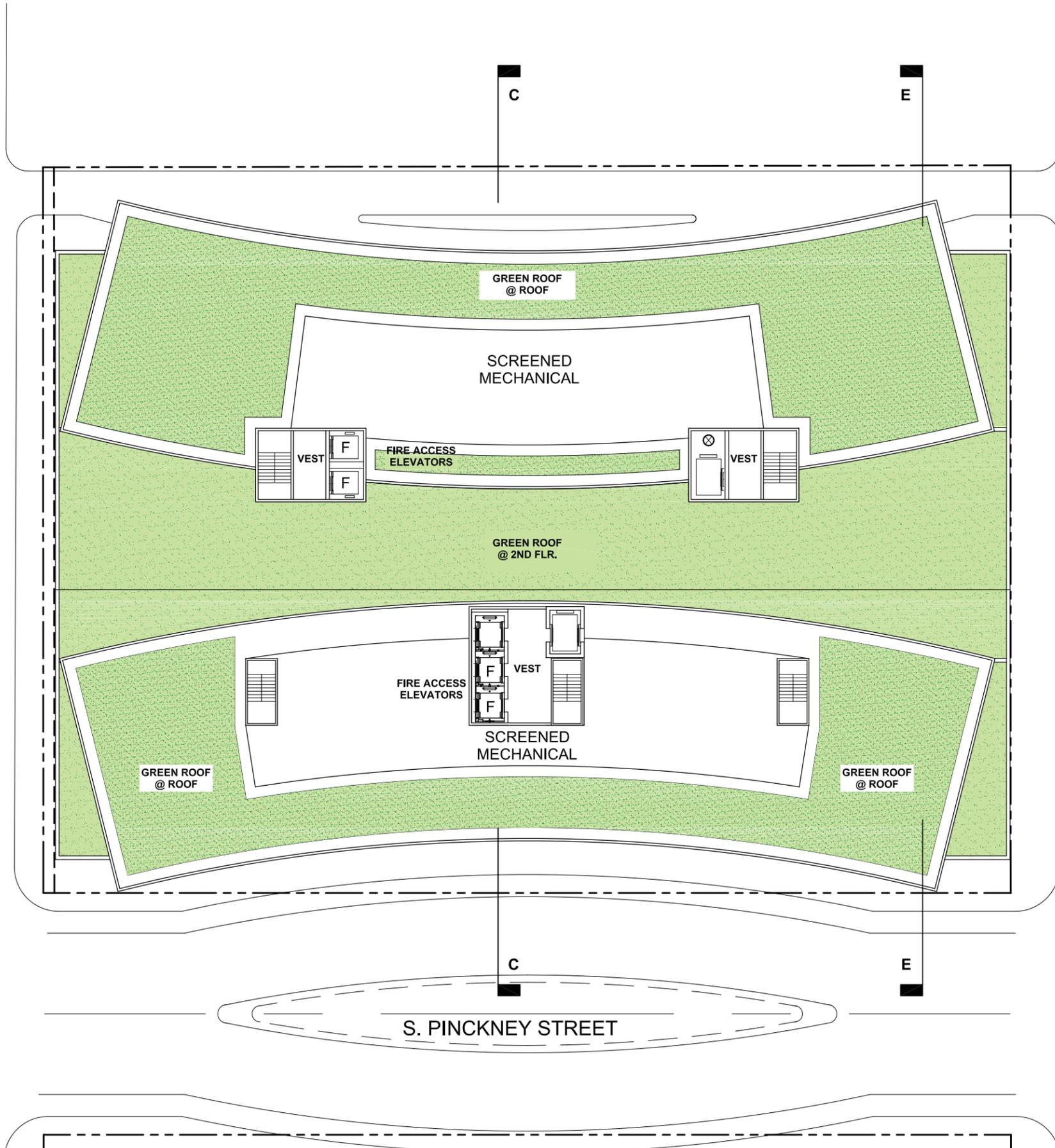
TOTAL KEYS/ FLOOR: 23 X 11 FLRS = 253

APARTMENT TOWER: 16,150 SF
 HOTEL TOWER: 15,865 SF
 TOTAL AREA: 32,015 SF

C





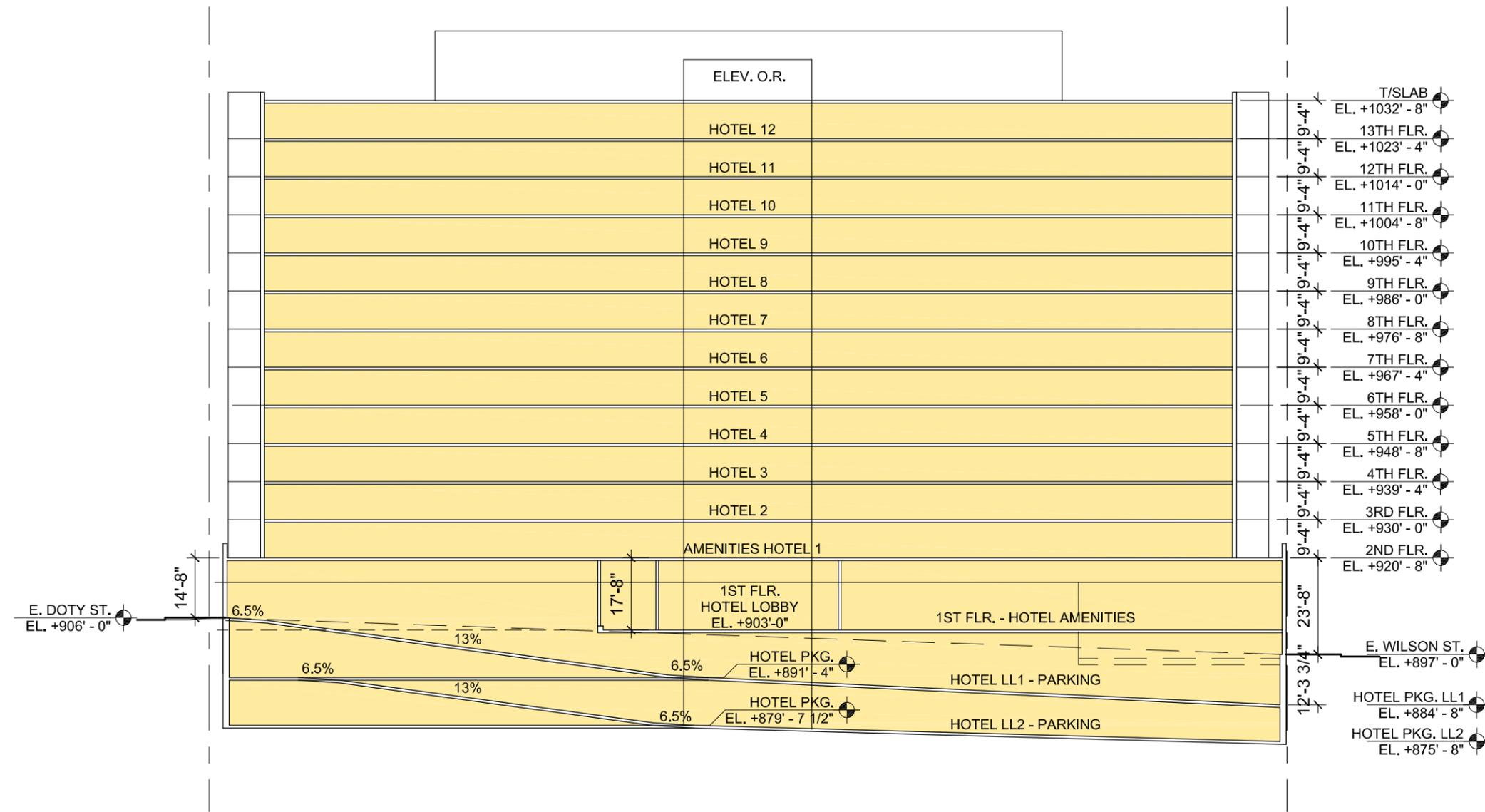


E. DOTY STREET

E. WILSON STREET

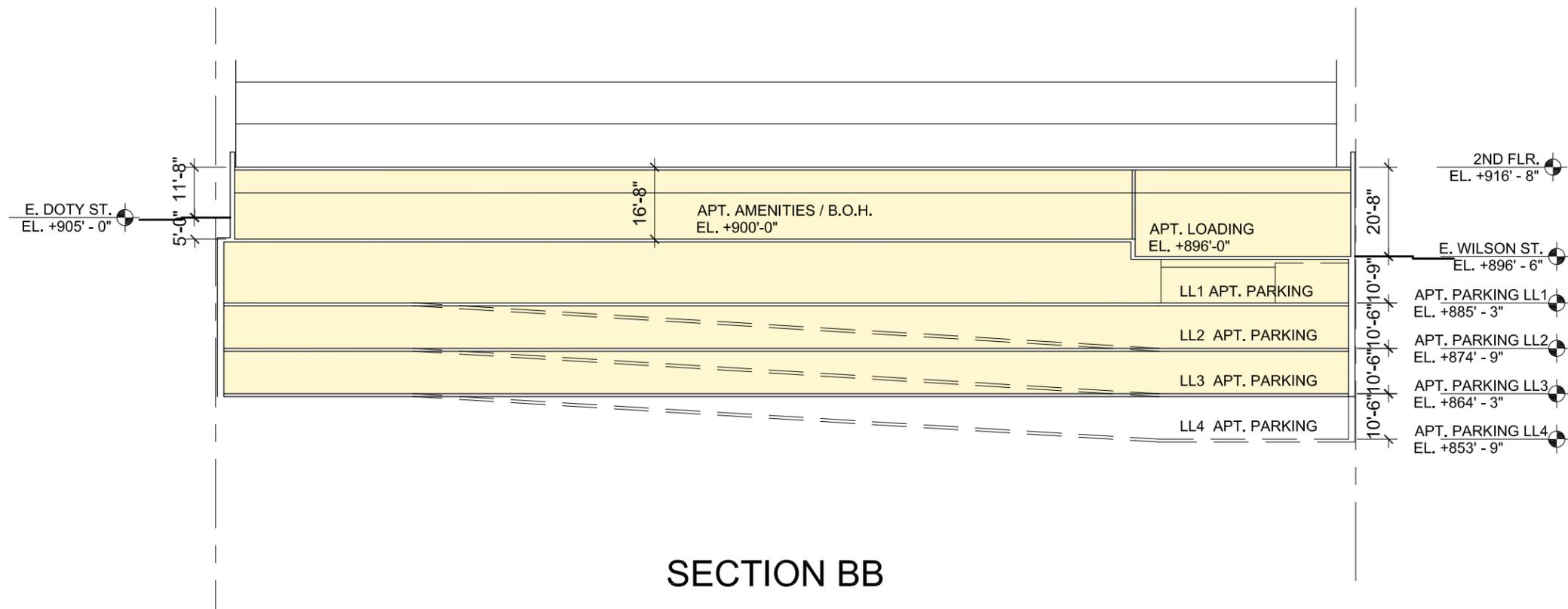
S. PINCKNEY STREET





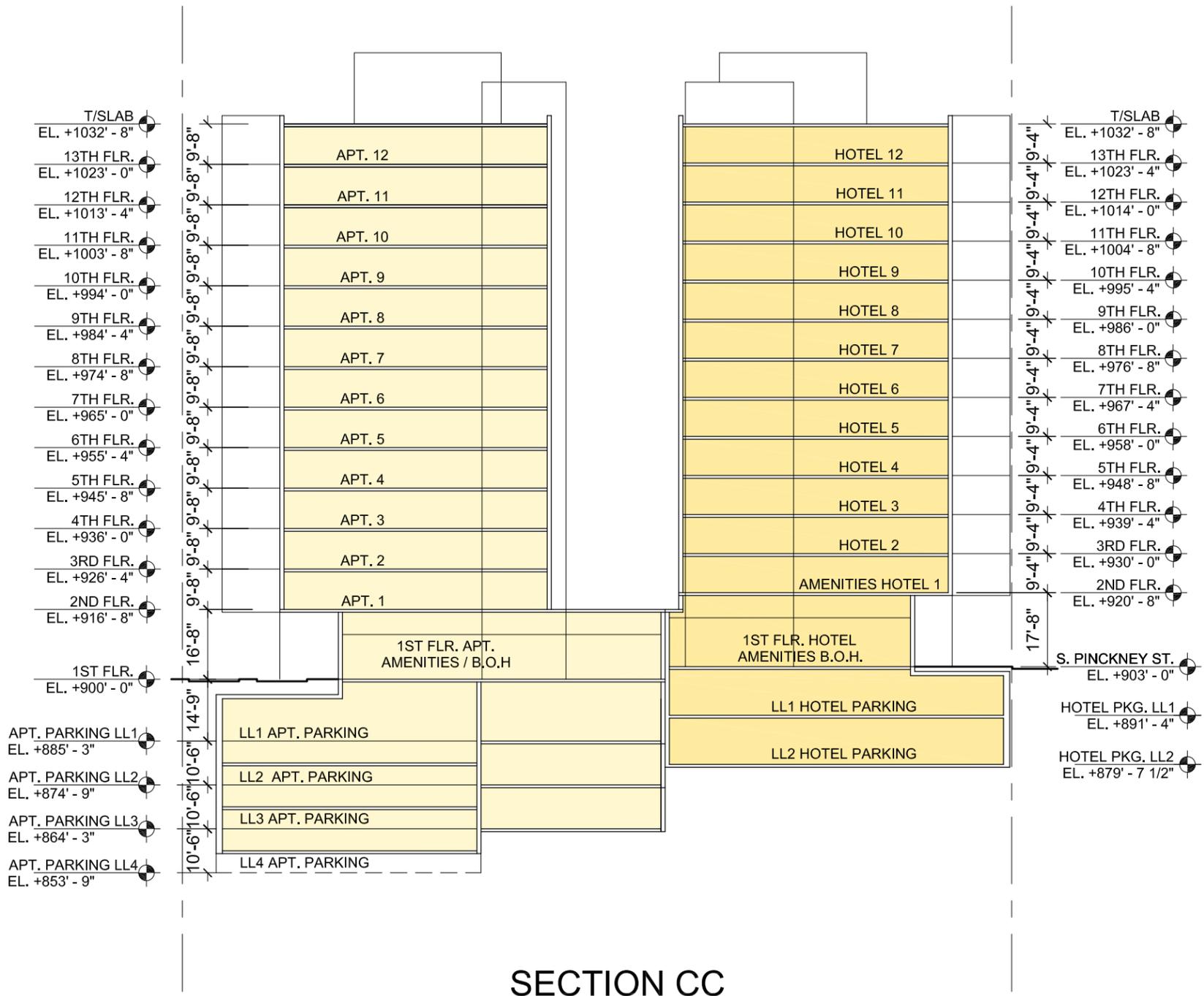
SECTION AA

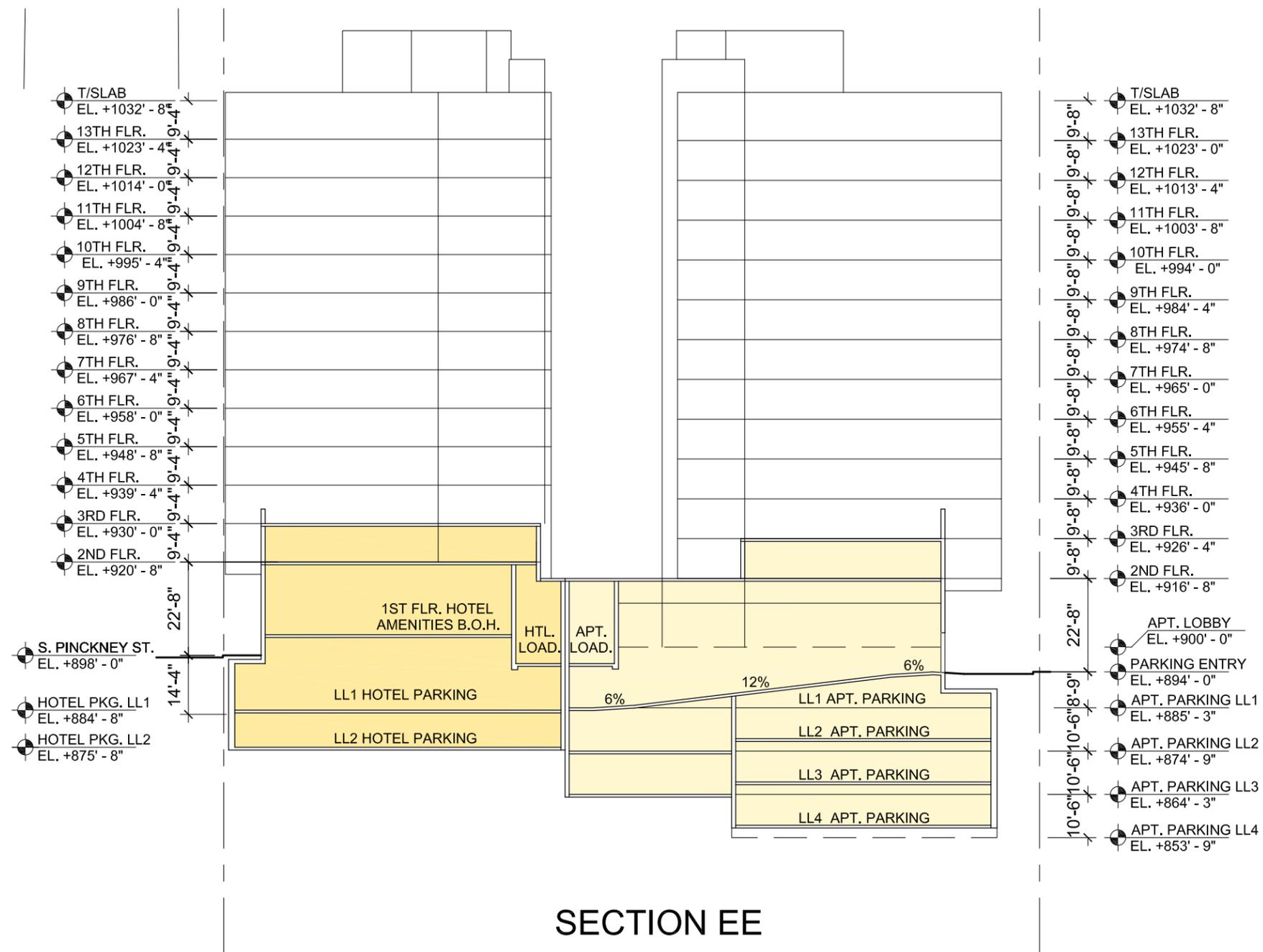




SECTION BB

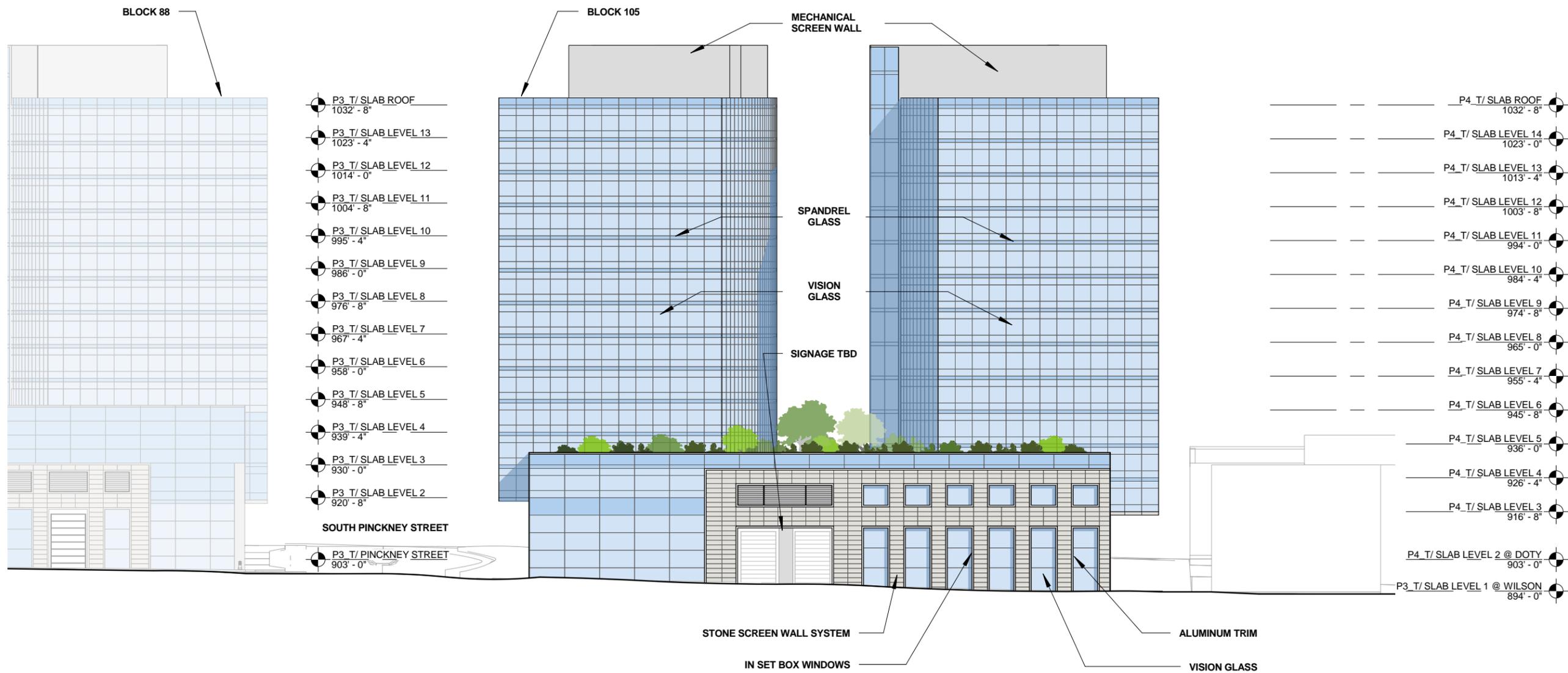


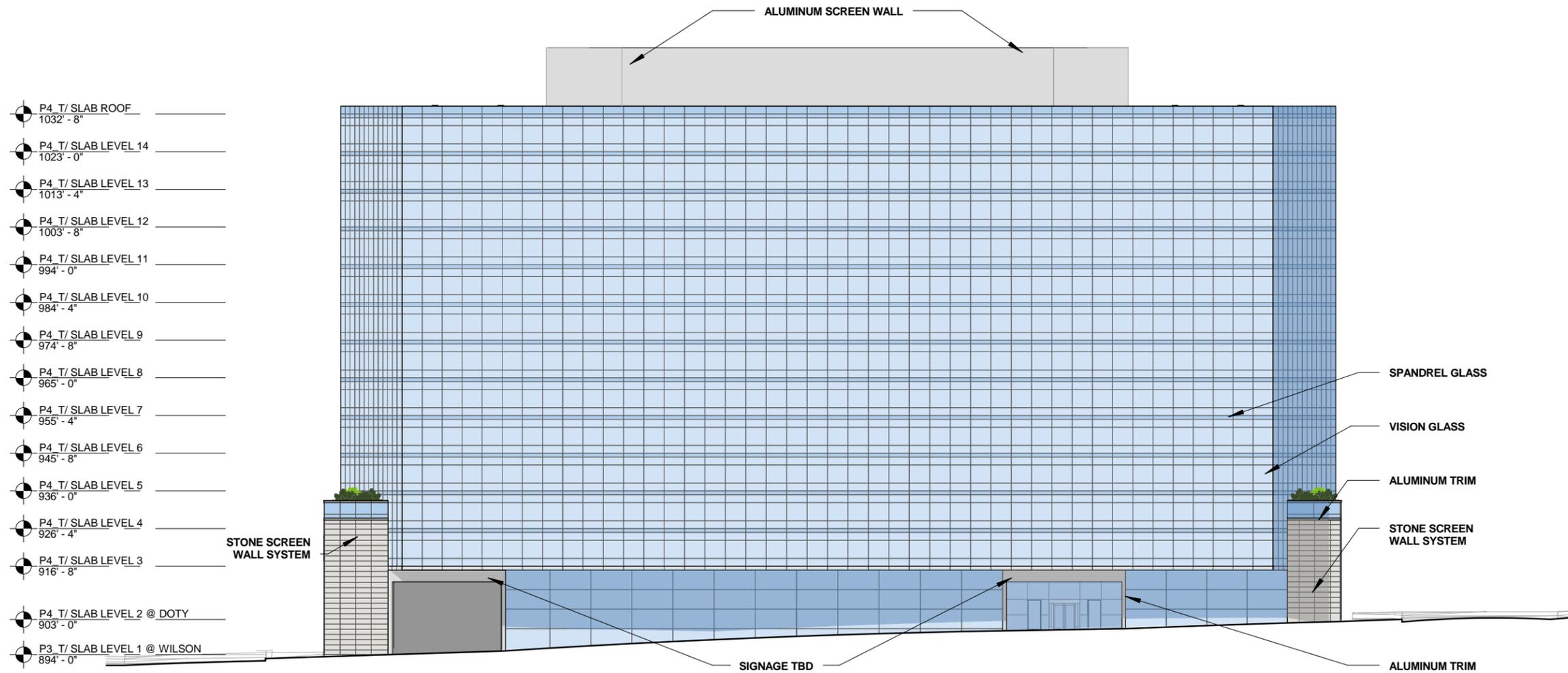


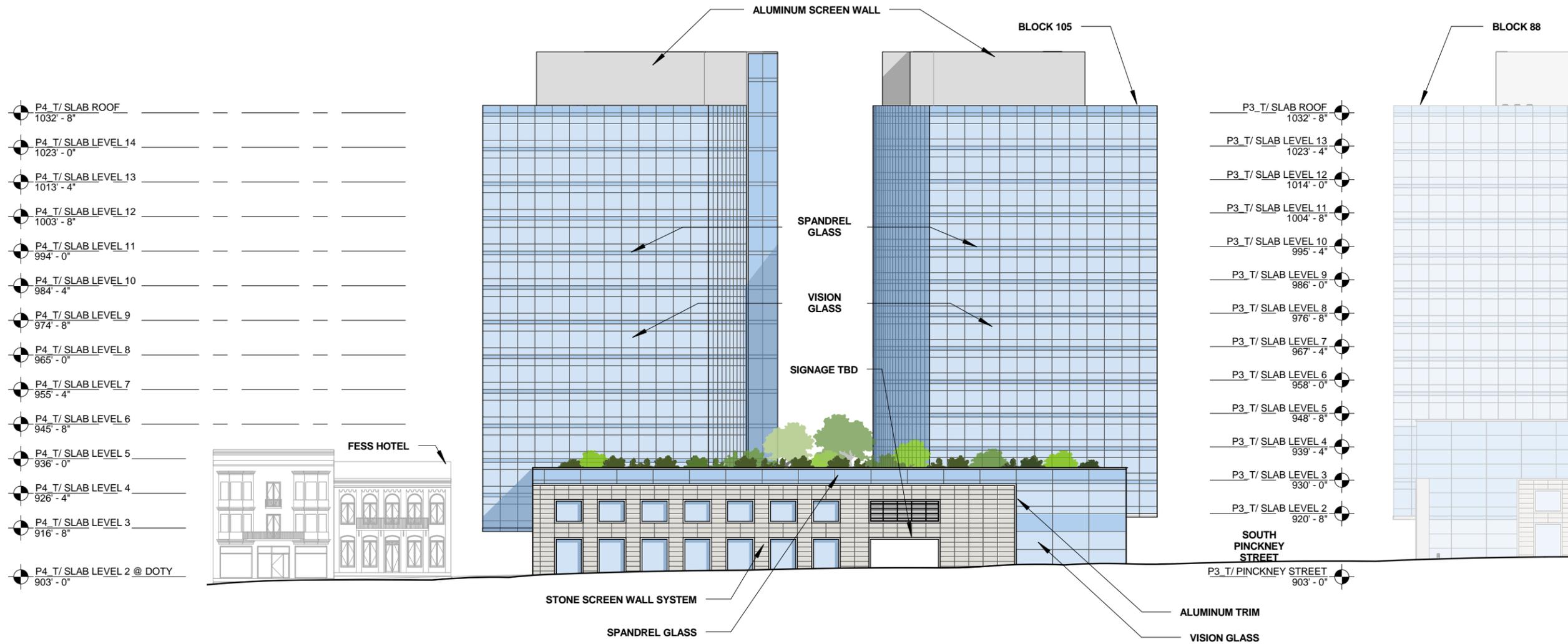


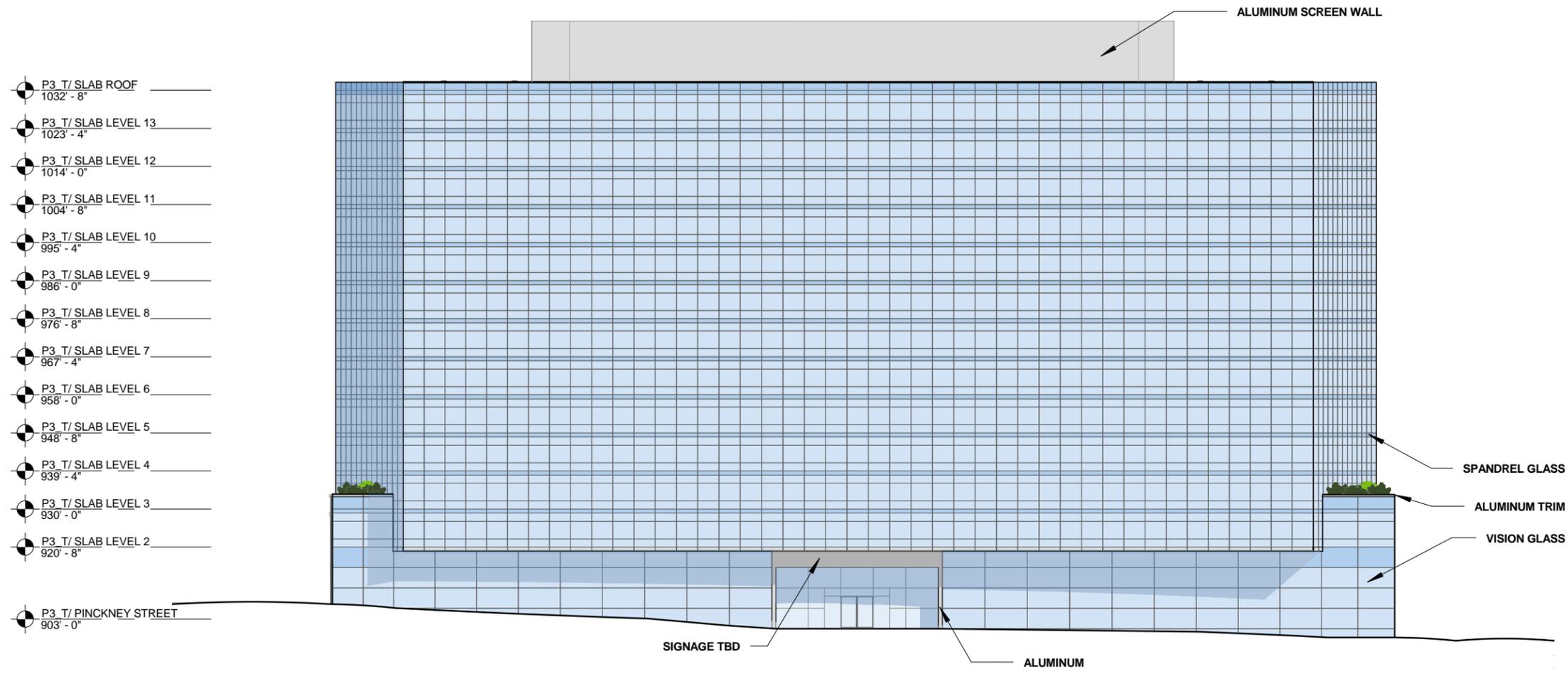
SECTION EE







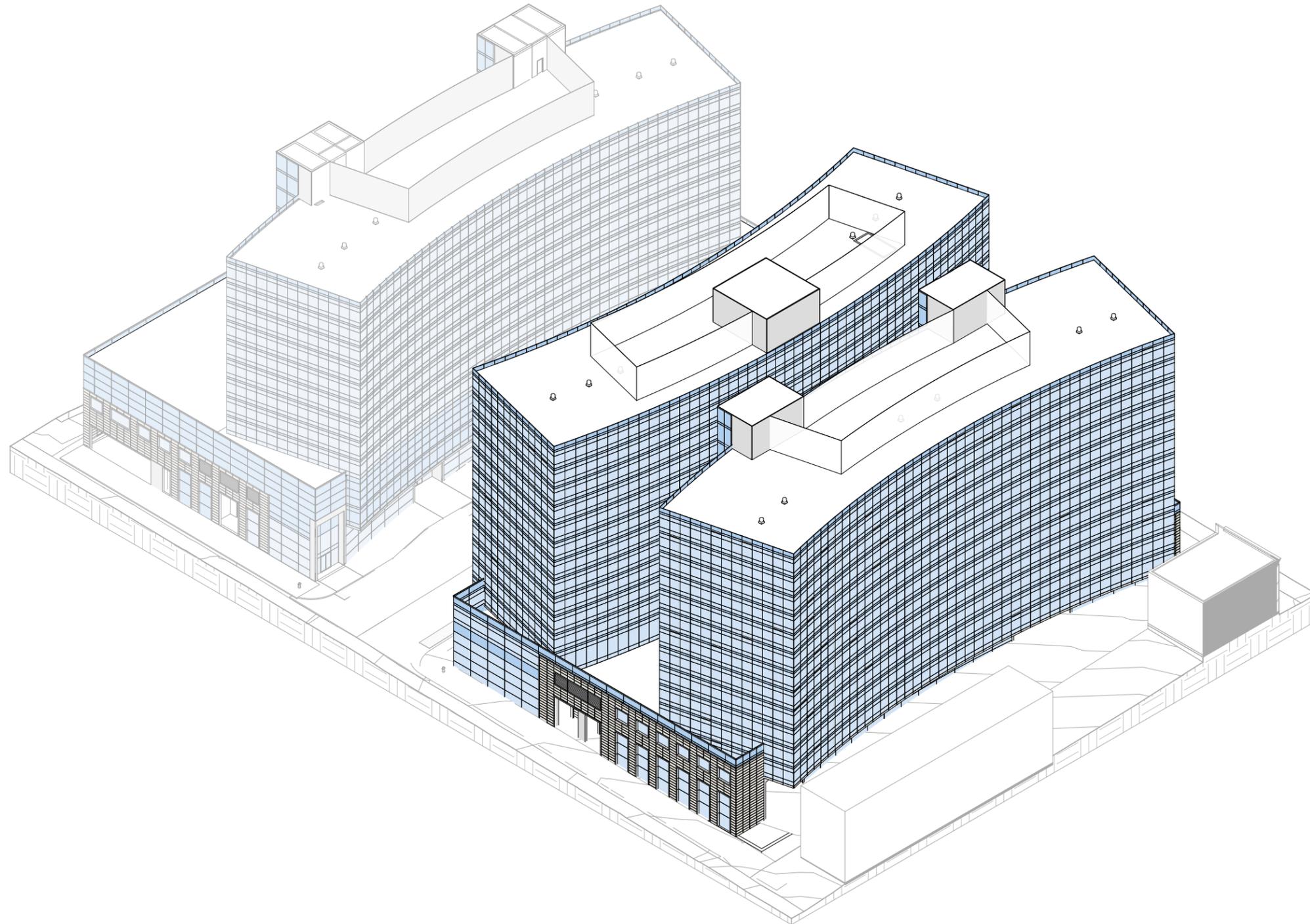


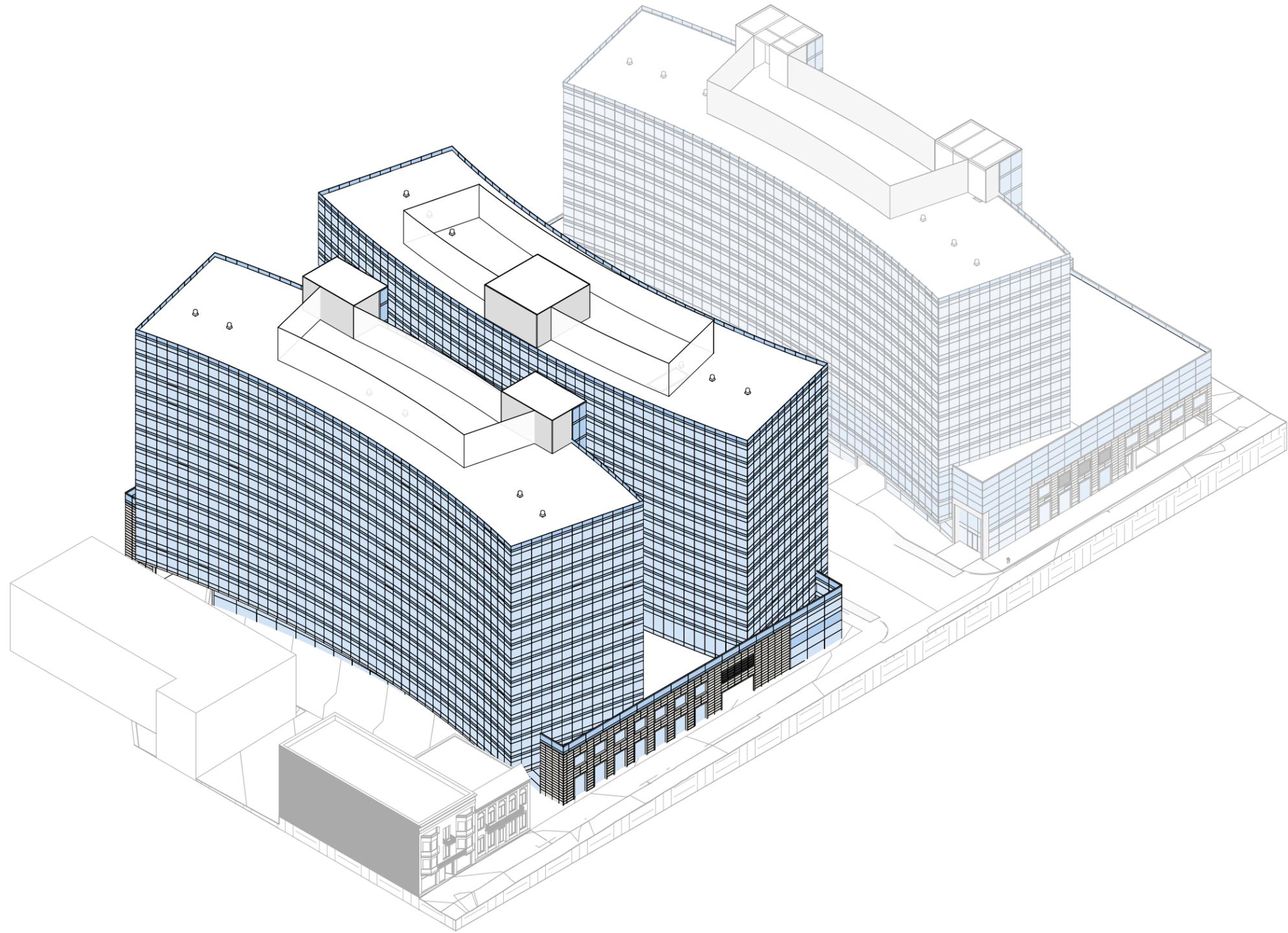


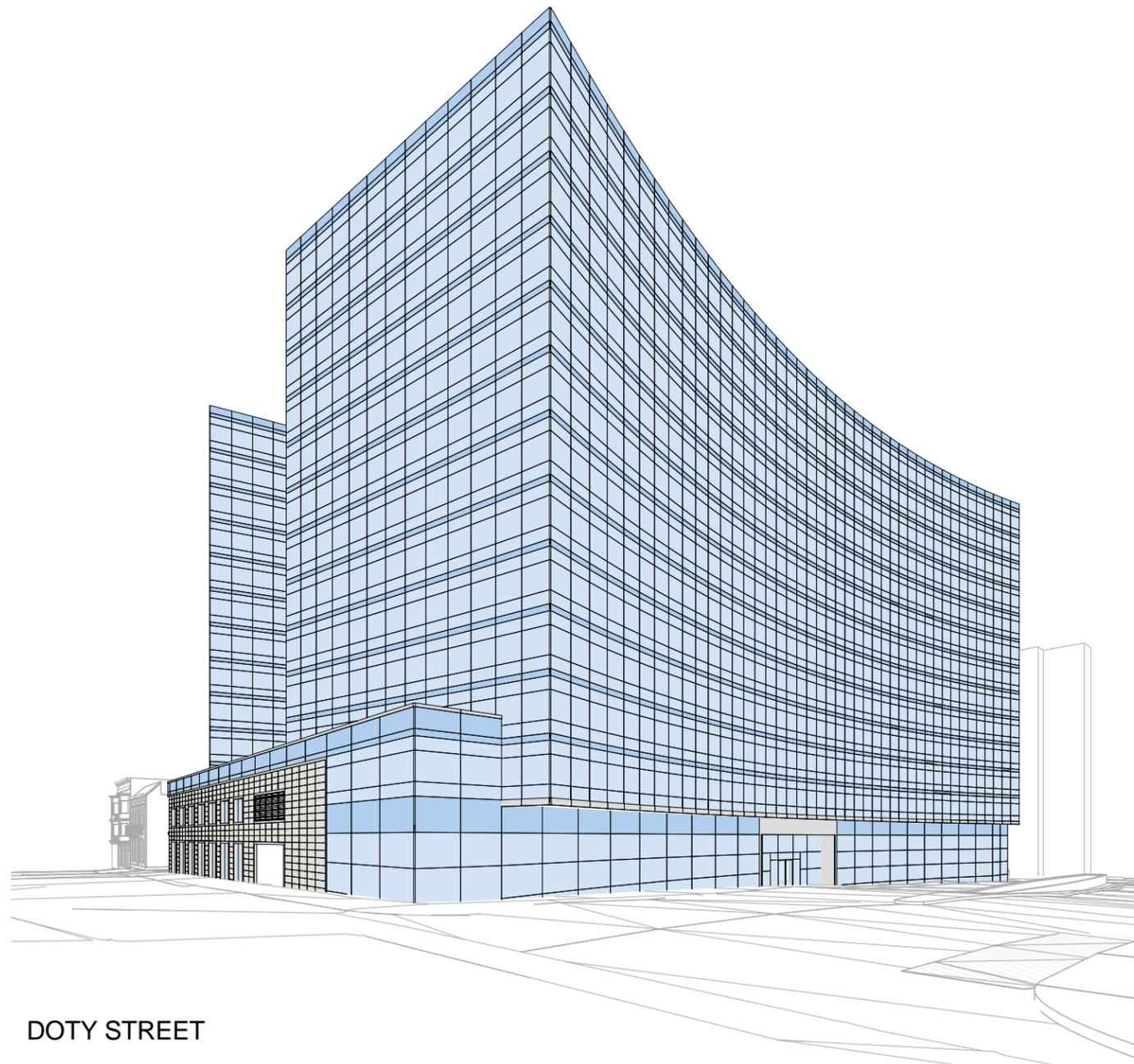
- P3_T/ SLAB ROOF
1032' - 8"
- P3_T/ SLAB LEVEL 13
1023' - 4"
- P3_T/ SLAB LEVEL 12
1014' - 0"
- P3_T/ SLAB LEVEL 11
1004' - 8"
- P3_T/ SLAB LEVEL 10
995' - 4"
- P3_T/ SLAB LEVEL 9
986' - 0"
- P3_T/ SLAB LEVEL 8
976' - 8"
- P3_T/ SLAB LEVEL 7
967' - 4"
- P3_T/ SLAB LEVEL 6
958' - 0"
- P3_T/ SLAB LEVEL 5
948' - 8"
- P3_T/ SLAB LEVEL 4
939' - 4"
- P3_T/ SLAB LEVEL 3
930' - 0"
- P3_T/ SLAB LEVEL 2
920' - 8"
- P3_T/ PINCKNEY STREET
903' - 0"

SIGNAGE TBD
ALUMINUM

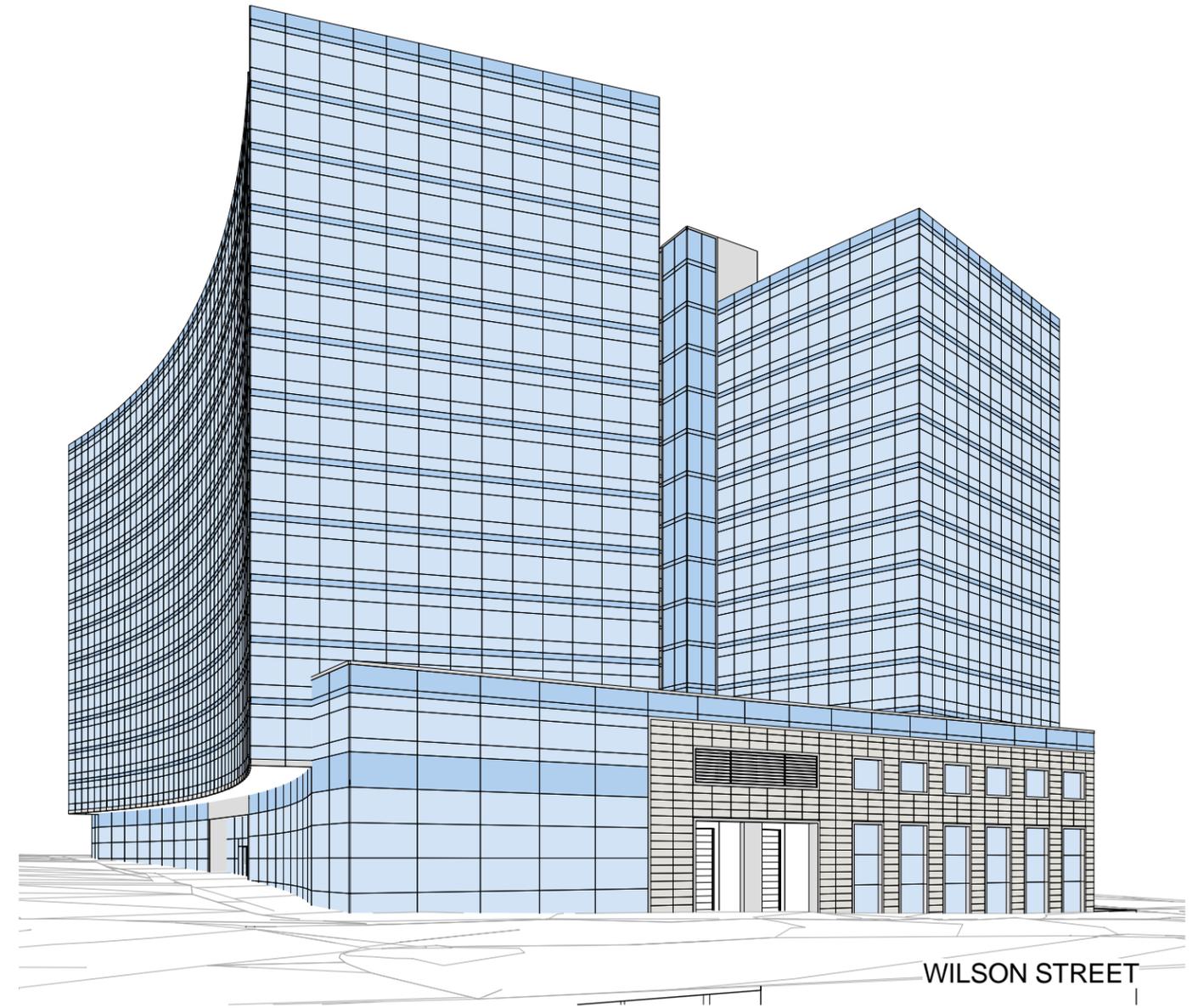
SPANDREL GLASS
ALUMINUM TRIM
VISION GLASS



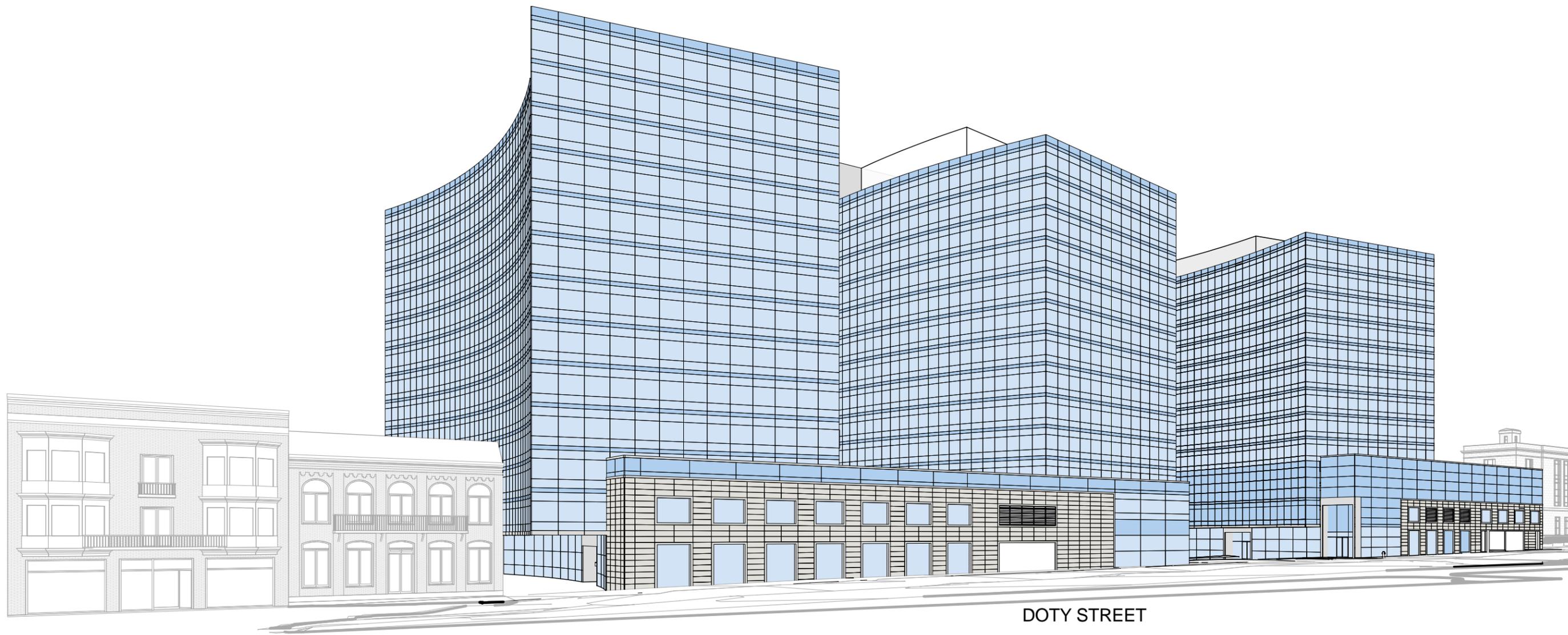




DOTY STREET

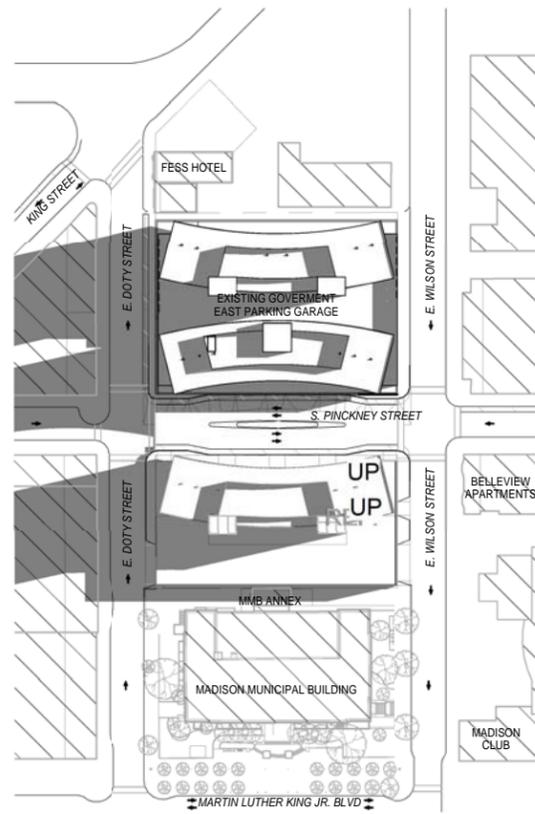


WILSON STREET

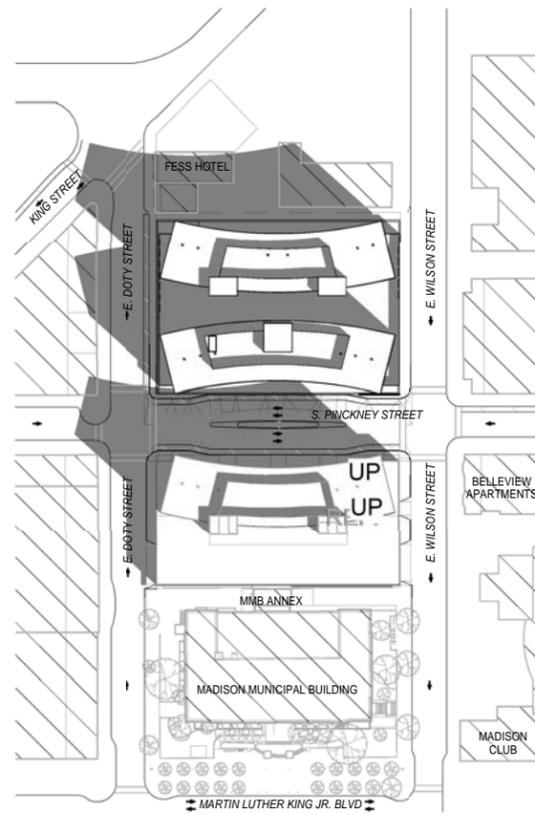


SECTION 4 - JUDGE DOYLE SQUARE - BLOCKS 88 & 105
OVERALL MATERIALS, SHADOW STUDIES, AND RENDERINGS

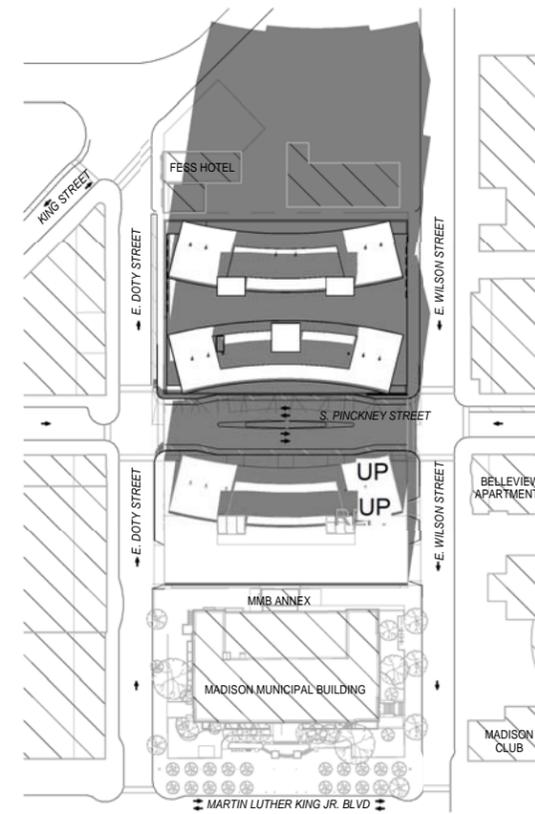




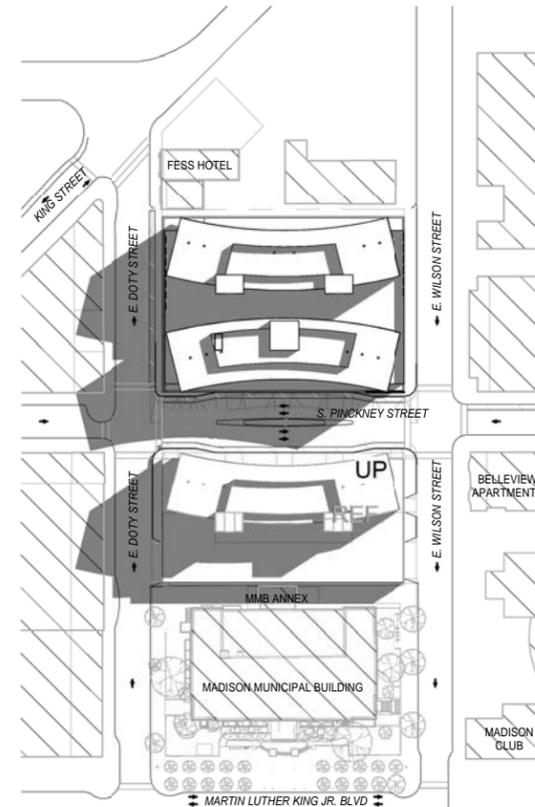
9 AM, MARCH 21



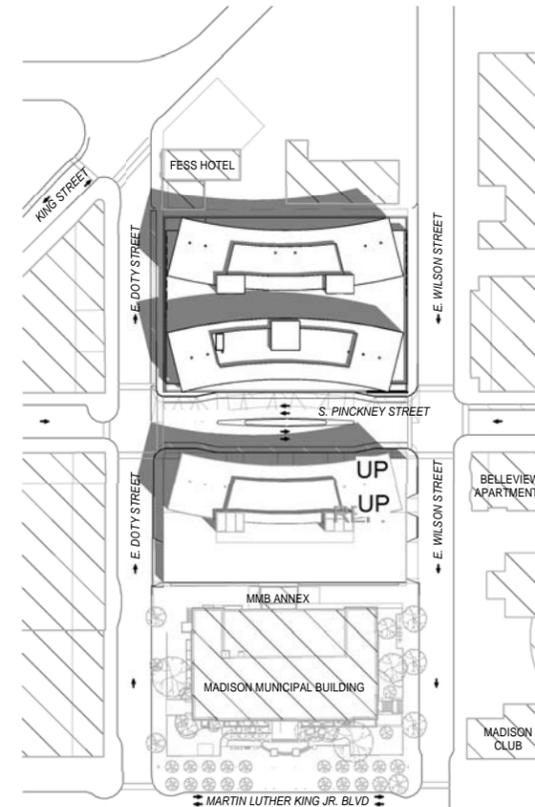
NOON, MARCH 21



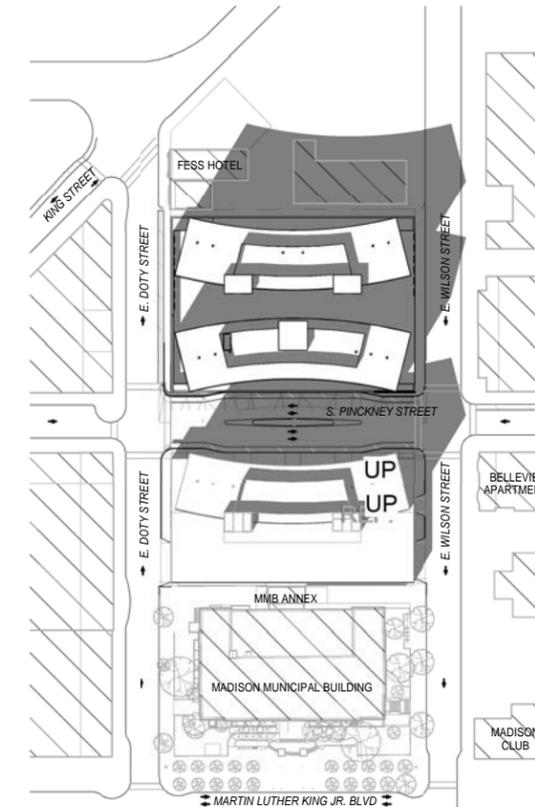
3 PM, MARCH 21



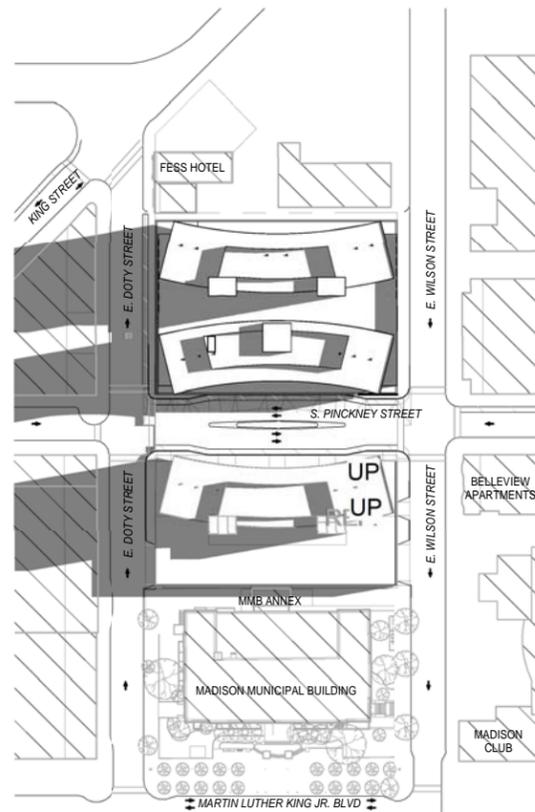
9 AM, JUNE 21



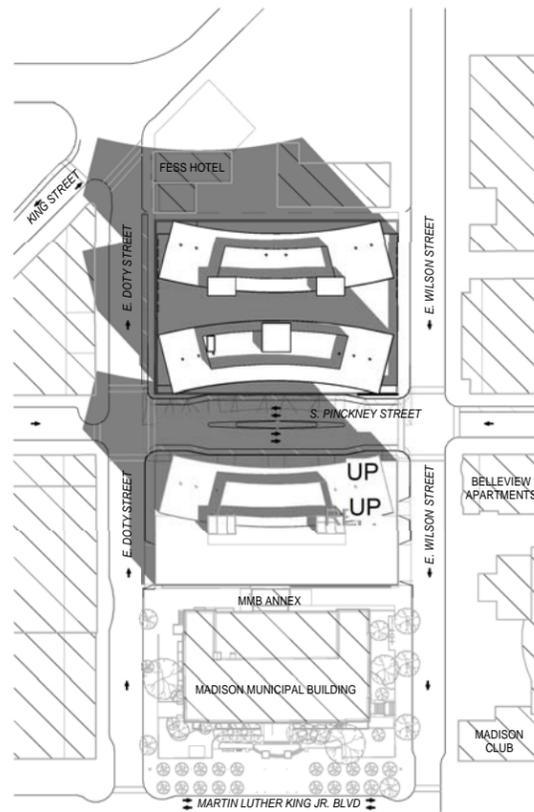
NOON, JUNE 21



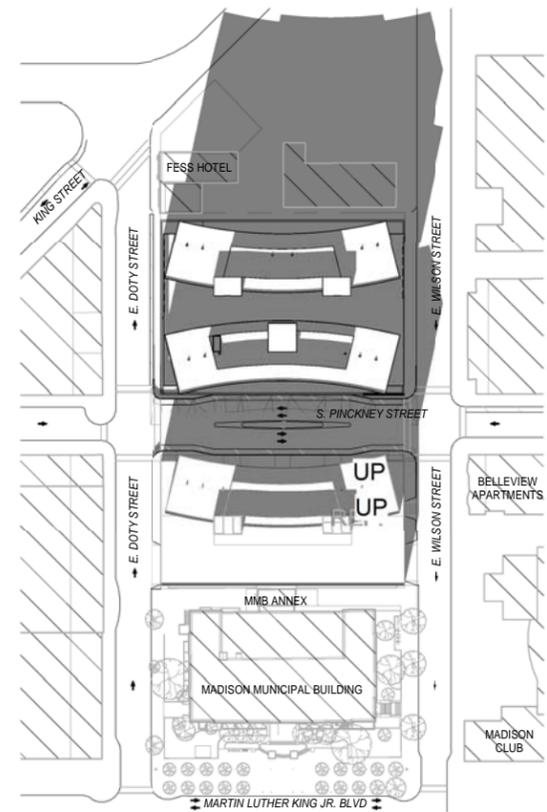
3 PM, JUNE 21



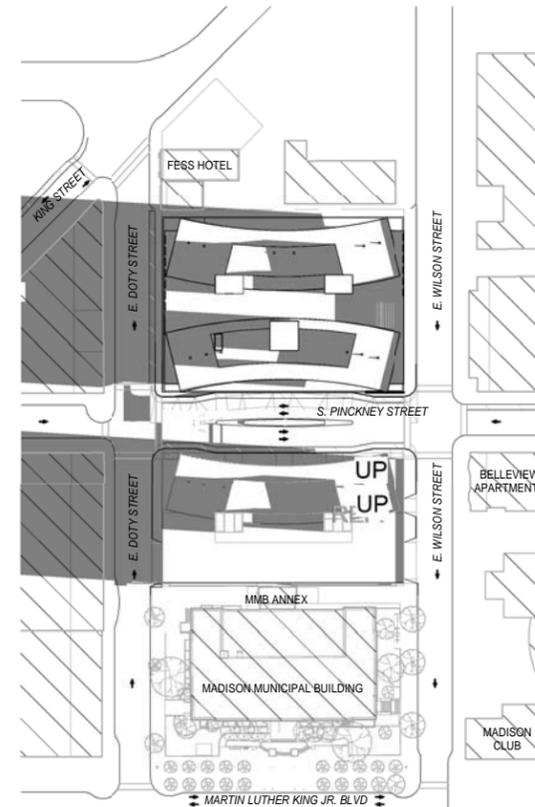
9 AM, SEPTEMBER 21



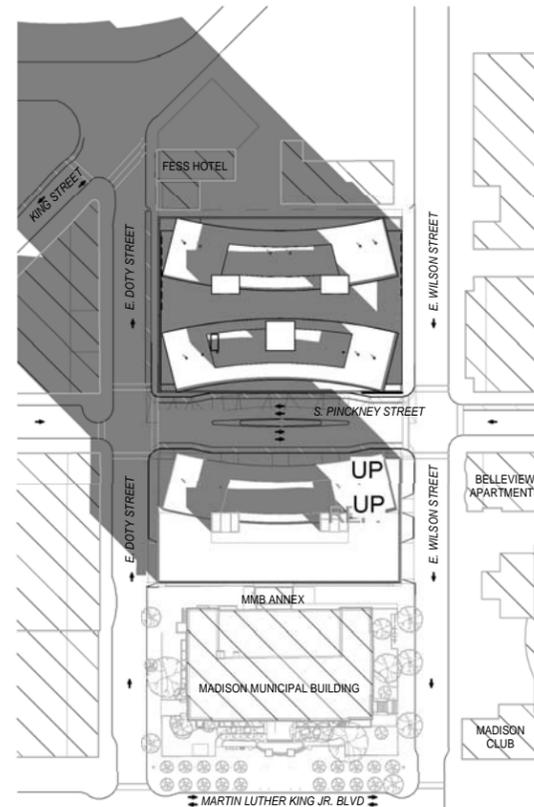
NOON, SEPTEMBER 21



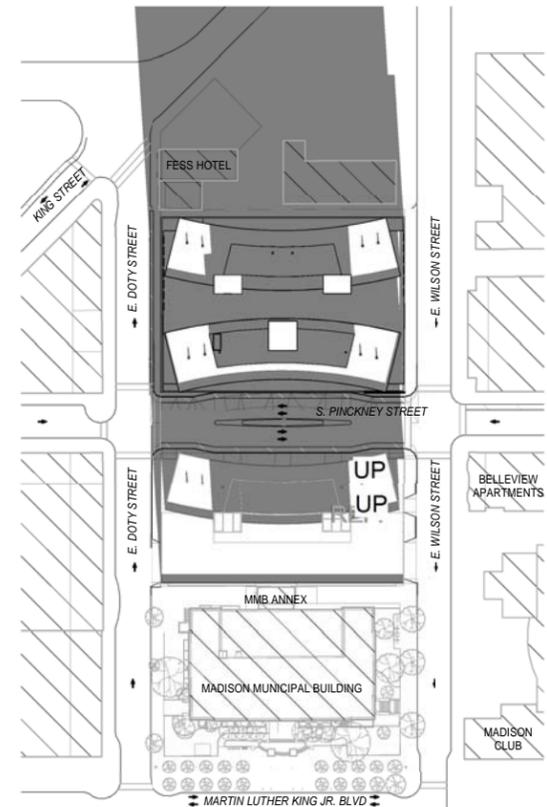
3 PM, SEPTEMBER 21



9 AM, DECEMBER 21

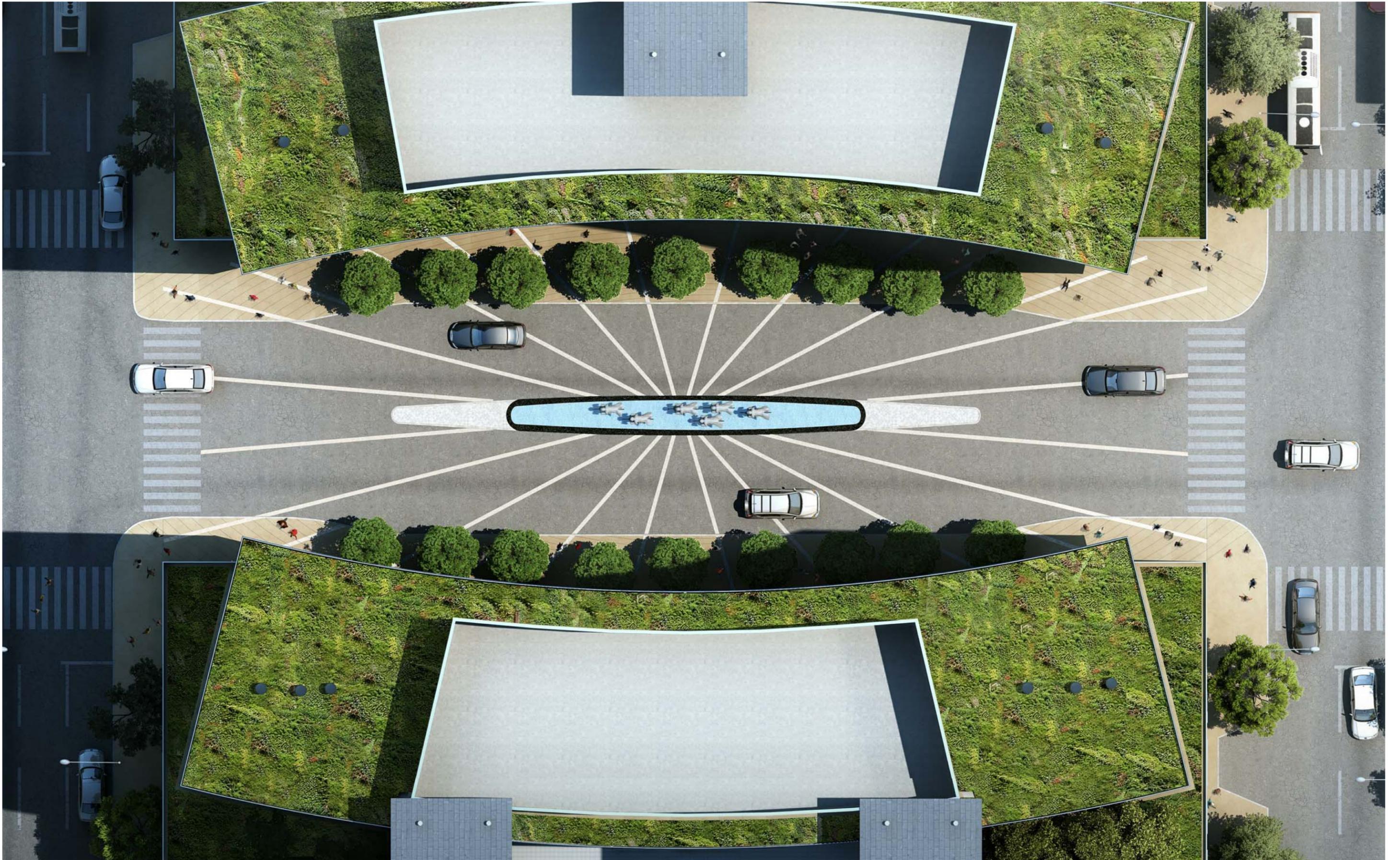


NOON, DECEMBER 21



3 PM, DECEMBER 21







DOTY STREET



WILSON STREET







