

**AGENDA # 4**

City of Madison, Wisconsin

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REPORT OF: LANDMARKS COMMISSION	<b>PRESENTED:</b> 20 March, 2017
TITLE: 200 S Pinckney St (Block 88 & 105) – Judge Doyle Square – New (Underground) City Parking Facility & New Mixed-Use Development adjacent to a Landmark in Ald. Dist. 4.	<b>REFERRED:</b> <b>REREFERRED:</b>  <b>REPORTED BACK:</b>
CONTACT: Stephen Mar-Pohl, InSite Consulting Architects, LLC	
AUTHOR: Amy Scanlon, Secretary	<b>ADOPTED:</b> <b>POF:</b>
DATED: 21 March, 2017	<b>ID NUMBER:</b> 46063

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Members present were: Stuart Levitan, Chair; Anna V. Andrzejewski, Vice Chair; Marsha A. Rummel, Lon Hill, and Richard Arnesen. Excused was David WJ McLean. Erica Fox Gehrig arrived in the middle of the discussion of this item and did not participate.

**SUMMARY:**

George Austin, registering in support and available to answer questions.  
John Paul Beitler III, registering in support and available to answer questions.  
Stephen Mar-Pohl, registering in support and available to answer questions.  
Peter Ostlind, registering in support and wishing to speak.

With regard to the limestone across the base of both buildings on both Blocks, the architect wanted to continue the concept of stone across both, in order to keep those two buildings consistent. The lower stone element will be a story lower than what was originally drawn. The stone is at the retail level of Block 105.

Alder Rummel asked for the previous meeting's packet to relate the previous proposal to the current one. Andrzejewski pulled up the previous proposal on her computer during the meeting. Beitler III clarified to Rummel's satisfaction.

Arnesen asked what the height of the street level façade is on Block 105. The Applicant responded that it's at the elevation of the sill on the second floor of the Fess Hotel. There was further discussion about stone base height on Block 105.

Levitan interjected to provide clarification that the Landmark Commission's directive is to determine whether or not the structure is so large or visually intrusive as to adversely affect the historic character and integrity of the adjacent landmark.

Arnesen indicated that the current proposal does not meet the City's street-level façade requirements, and has been made worse because it's now a one-story, street-level façade instead of continuing the two to three story height of the mass at the street. Andrzejewski agreed that the current proposal seems jarring. She asked the Applicant what would be behind the stone on Doty. Beitler III replied that it will be a hotel and restaurant. Arnesen responded that the occupiable space could be brought to street level at two to three stories.

Arnesen feels the height of the retail street-level façade hurts the pedestrian experience. Staff indicated that this particular issue, along with some of the issues being discussed, is probably under the purview of the Urban Design Commission. Staff reminded the Landmarks Commission of directive, and reminded them that any discussion with regard to this proposal will also be part of the Urban Design Commission's record.

Arnesen commented that, though the buildings are as large as they could possibly be, it would still be more acceptable if the architect dealt with the street-level façade in a better way and retained the height at the street that is appropriate in the downtown.

Andrzejewski asked the Applicant if there were any other changes he needed to bring to the Landmarks Commission's attention. Beitler III replied that there are not.

Ostlind addressed concerns about space between adjacent properties. He indicated that they are trying to maintain a pedestrian-friendly downtown. He went on to say that, under the current proposal, the Doty Street opening is much wider than would be needed for a single vehicle access entrance. This makes a much bigger gap in the streetscape. A similar situation occurs on Wilson St.

Levitan asked whether the alley/private drive has gotten wider in the current proposal compared to the previous one. Beitler III replied that it has not gotten wider.

Beitler also stated that everyone has different opinions about what should be done with this space. Every modification makes some people happy and disappoints others. The current plan is what the architect envisions for the project.

Andrzejewski, in looking at the relevant ordinance section, commented that there is some discordance with the rest of the building (stone base against glass) which makes it visually intrusive. It appears heavy and conflicts with the delicacy of the Fess. Beitler III replied that, while it's discordant with the Fess, it's not so with the Madison Municipal Building.

Arnesen questioned why the street level design on Block 105 needs to be consistent with the Madison Municipal Building on Block 88.

Staff indicated that the staff report discusses the adverse effect the buildings' design might have on the adjacent landmark(s), but concludes that the effect to the landmarks is not adverse as to detract from their historic integrity. Staff agrees that there may be a better way to design the street elevations, but determining that is not the Landmarks Commission's purpose in this review.

Arnesen stated that he considers the proposal visually intrusive to a degree that it affects the adjacent landmark. He said that the proposed structures do not enhance the landmarks or the downtown context; they detract.

Rummel asked what the concealed wall of the Fess looks like now, and questioned why it might potentially come back to Landmarks. Staff responded that, because the parking garage currently touches the side of the Fess, we don't know what that side looks like and won't until the project is started. If the project impacts the Fess Hotel, that issue will be brought back to the Landmarks Commission.

Rummel asked how the color of the stone on the proposed buildings relates to the color of the Fess Hotel. The Applicant replied that it will not.

Staff clarified directive again, and Andrzejewski confirmed, saying that the Commission was straying into the Urban Design Commission's territory.

Rummel recommends that the Urban Design Commission examine the color of the brick in contrast to the Fess, especially as more of the Fess gets exposed.

Andrzejewski likes that the proposal allows the Fess to breathe. She stated that she has a lot of issues with the design, but doesn't feel it rises to the visually intrusive level.

Arnesen discussed approval with the caveat that this is an important project, and while he has no problem with the towers, the street-level façade could be much, much better and recommends that the Urban Design Commission examine the height and material at the street level.

The Commission would like to reiterate their continuing concern with and recommends that the Urban Design Commission examine the color, proportion, height, and number of stories of the mass at the street level.

**ACTION:**

**A motion was made by Arnesen and seconded by Andrzejewski to recommend to the Plan Commission and Urban Design Commission that the Landmarks Commission finds that the proposed development is not so large or visually intrusive as to adversely affect the historic character and integrity of the adjacent landmarks. The motion passed by a voice vote.**

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: April 5, 2017

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

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: April 5, 2017

ID NUMBER:

Members present were: Richard Wagner, Chair; Dawn O’Kroley, Cliff Goodhart, Lois Braun-Oddo\*, John Harrington, Rafeeq Asad and Sheri Carter.

\*Braun-Oddo recused herself on this item.

**SUMMARY:**

At its meeting of April 5, 2017, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the Judge Doyle development located at 200 South Pinckney Street (Block 88 and Block 105). Appearing on behalf of the project were J. Paul Beitler, John Paul Beitler III and Ted Wolff, all representing Beitler Real Estate Services; and Jonathan Cooper, representing Capitol Neighborhoods, Inc. Registered in support and available to answer questions were Meghan Dyer, James Destefano, Mary Ann Van Hook and Duane Sohl, all representing Lothan Van Hook Destefano Architecture, LLC; and Sabrina Tolley, representing the City of Madison Parking Utility. Registered in opposition but not wishing to speak was Stephen Smith.

Natalie Erdman provided a brief introduction and overview of the project regarding the public/private portions of the project.

JP Beitler, Jim Stephano, Meghan Dyer, and Ted Wolf presented the on behalf of the applicant and summarized the changes that have occurred since the Informational Presentation, including:

Block 88

- Relocation of the bike center to the parking ramp to create more flexible retail spaces along the street;
- Use of vision glass along Wilson Street at grade for retail, and spandrel and silk screen glass on the second and third floors where all spandrel was utilized before to hide cars.

Block 105

- Relationship between second and third buildings remains the same, but explored the option to square-off the building by eliminating its curvilinear shape;
- Stone element has been pulled down to first floor, formerly stone two-story elements are now glass;
- Relocated the entrance of the valet parking from Doty Street (bus drop-off now), to the other side of the building (Wilson Street).

## Pinckney Street

- Bowing of the buildings creates more room for piazza/plaza space;
- Feature in the center is public art, element needs to function year-round, the piece has become much simpler, but still accomplishes the same design intent; water feature within median.

Kevin Firchow of the Planning Division presented the staff report.

Comments and questions from the Commission were as follows:

- Is there any chance that we can hear from the landscape designer? Can you let us know what you are proposing for landscaping within the piazza center?
  - We had a few broad goals; always want to try to maximize the landscape, important to have an understory as well as canopy trees; streetscape to have continuity; mass that has an impact and that is memorable and attractive; street tree selection Chanticleer Pear seasonal aesthetics/interest formal shape, shiny leaf, spring/fall color; Boxwood small needle evergreens, ornamental grasses, deciduous flowering shrubs. Three components: streetscape, perimeter; artwork and water feature; and green roofs and amenity deck. Water feature will be shallow, black granite will be inlaid to give the illusion of depth with water flowing over to give the appearance of movement; won't be a planter in the winter.
- Not sure what plant goes where, Gingko, pear...I do have concern that we need massive canopy trees. Chanticleer Pear is not a very large tree and has problems with mold. Arborvitae and Boxwood; where are they going? Planters on the sidewalks are obstacles for pedestrians. Winter burn on the pear plants where soil and moisture is limited. Rooftop garden, what kind of system for green roof, soil depths, tray? One street tree species? Concern for shade tolerance?
  - No Gingkoes, just Chanticleer Pear throughout. Reinforce project identity. They would go on Wilson Street, linear parkway planters, similarly on Pinckney Street as well (7'-6" sidewalk); on Doty Street the sidewalk is wider, so they are in a grate. We'll have two kinds of green roofs, extensive (shallow) lightweight, gravelly sandy soil, planted with sedum and drought resistant plants; two flanking sides and upper most roof levels as well. For the apartment building amenity deck; sedums ground cover with shrubs and grasses, then it steps down to creating the ability for more soil depth for trees and sedum ground cover...relate to indoor amenity space and dog run as well. That is the kind of stuff that we will be having on the roof tops decks. Going back to your concern regarding the trees; spray evergreens and pears, cover with burlap to protect from salt, Chanticleer will get to 25-feet with irrigation. Confident that it will be good, and a maintenance issue that we will have to deal with. Yes.
- Safety of the median, great public piece in a plaza, but it is located in traffic lanes. Has safety been discussed? Talking about pedestrians and vehicle conflicts.
  - There will be a barrier curb and it will be mountable and because it is a pool, there is nothing to drive into. Pedestrians are meant to be there.
- Bike lane...the bikes will need to cross the intersection twice.
  - We originally had bike lanes, but staff's suggestion was to have a bike lane in the middle.
- (Erdman) Street section with regard to the bike lanes were distributed by the Traffic Engineering staff.
- On 1-08; how big is the crosswalk...how wide is that? Also, how wide is the section separating the ponds in the water feature? How wide are the two ends? Looking at the side on East Wilson, is that a garage entrance?
  - 12 feet; radius of 5-6 feet on each end. Lot 105 is two loading dock entries with one garage entrance. On Block 88 is the public garage entrance.

- It's a logical thing to cut through the alleyway, is that safe for pedestrians to use? Will it be restricted access? Did you weigh the question of whether the fence is solid or permeable?
  - We're not calling it an alleyway, almost like a muse, creating a fence due to drop-off with beer garden. Pedestrian friendly and there will be activities inside there. It will be a green wall, permeable.
- If this is rendered a green wall...did the design team look at creating a green wall that is shared with MMB? So, if MMB is setback 10-15 feet from the property line, you have now created the face of the public lawn? Termination of the public green space, considering a green wall in that location.
  - Currently designed as a limestone wall. That is not correct. Setback is about 5 feet, raised vents and then limestone wall starts up.
- Erdman clarified the ground level building face at the street. MMB has greenspace and is setback. But the proposed building is forward and serves as the termination of that greenspace. How that is being treated has not been rectified.
- Thinking about the pedestrian and their experience, can you show us what is seen?
  - Walking down Doty...greenspace, three lanes of parking entrance, bike windows...on the next block base of the hotel and lobby, two more windows in the hotel lobby, then make the transition into the residential component. There are openings and activity. Do the same for Wilson Street too...greenspace, loading dock, window into retail, glass portion of lobby/retail, one loading dock and center entry into parking and loading dock, glass with retail. Better sense of how much of the street face is active.
  - Pedestrian experience...yes.

Firchow reviewed the staff report/comments.

- Before we get to the canopies...at one point there was a direct connection from MMB?
  - N. Erdman: No, there was never a direct connection.
  - Canopy elements are place holders at this point to show, not a huge canopy, but a desire to define the entrance. Purposefully set buildings back to create wide protected area from rain and snow, pedestrian level result is a wider sidewalk, so the pedestrian will be in a different environment, sidewalk line work will be consistent with City standard.
  - Wanted to put a placeholder to indicate we want something architecturally compatible, distinctive and not overcrowded. It will be supported by the structure of the building with nothing underneath it, and within that canopy will be a system of lighting.
  - In address of the staff comments regarding glass, there are four types of glass on the building. First is vision glass, 1-inch insulated glass in a grayish tone with outside reflectivity of 34%. The inboard light is clear, the outboard light is low-e glass that has the energy saving component. When we shift to spandrel glass we're still using the 1-inch insulated glass and the outboard light will be the same light as the vision glass on the building above. The inboard light will be the opaque surface, so the issue is to try to get the color of the opaque surface to kind of minimize the difference between the translucent glass and essentially opaque glass. The 1-inch insulated glass gives us almost like a shadow box effect so it's not just a flat surface on the surface of the glass. The third one is the parking structure; it will be the same 1-inch insulated glass with the outboard light being the clear surface and the inboard light being like the other glass, kind of frosted glass. The lower ground floor glass is 1-inch insulated clear vision glass with clear lights. It's all done in terms of the sustainability of the building and addressing the energy code while achieving a monolithic look about the building. We're providing a 3-inch black granite base so the glass doesn't go into the concrete, it sits on top of the granite base.
- Glass looking at one of the Pinckney elevations, 261-feet of glass on a granite base, very monolithic for the pedestrian, and the same on the opposite site of Pinckney Street.

- That is correct and that is what we feel is appropriate for the project. There will be activity. This is not a blank wall type of thing. On the other side, there will be some items that will break it down, the bike facility and next to that is the entrance way to the apartment building, then into the retail area...there will be a lot of excitement there. Bicycles are an important part of this town and are planned for on either side of the planter trees.
- My concerns are getting more into the details, seeing a building that is two materials; limestone and glass. I want to understand the effects of the spandrel glass on the towers, elevators and stairs. There is an opportunity to do something with those elements in terms of how it's terminated at the top. Would like to see that explained, developed...the same thing when I look at Sheet 3-21...the hotel does not express its stairs like the residential piece does. That would be an opportunity to express detail without compromising purity of forms. Getting into fine grain details would help distinguish different functions. All kind of one expression. Would like to see development of details. On Sheet 2-22 the limestone terminates to glass, how does that happen? Looking at the very right-hand corner, there is some thickness there; how does the limestone transition to the glass, is there a material that helps the transition? It is about how some of these things get expressed, I would like to see a few representative details of how these things get resolved. See it at different times of the day, how much will be dark, alive.
  - That is not limestone, it's aluminum. Back to the elevator cores...parking below would be in a drive lane, that is why they ended up being pulled out.
- Have you looked at the effects of bird crashes?
  - We conducted an exhaustive study, and found that there are no bird strikes downtown; none are being reported. At the risk of sounding flippant, we were not able to find or define what the problem is in Madison. Maybe people aren't reporting correctly. What can we do to prevent bird strikes? All lighting goes down nothing goes up. Green roofs on top of the building, no pedestrians on the top of the buildings. Tried to be responsive.
- The buildings downtown will find warblers on the sidewalk. There are birds that get killed downtown. Who knows how many though. Something to watch for.
- Is the building taller than the Capitol view?
  - No.
- View down Pinckney toward the lake.
  - The best reasons for being on Pinckney. Bow in building will be good for views.
- I like a lot of this plan, but a little concerned about the pedestrian experience; would like sidewalks a little wider to do something with trees. Planter boxes are obstacles. Also look at the shadow studies, very shaded environment. Enhance the pedestrian experience where we can to make them a little bit more special because it will attract people due to building entrances.
- Agree due to shade. I like the sculpture. One type of tree, going to question that, need variety.
  - What we are trying to do is create a monolithic cube, with the trees trying to make it a signature environment in terms of setting perimeter, when you leave the environment, you leave it. Similar to the effect of the cherry blossoms in Washington, D.C. Pears very dynamic, not static.
- I would argue that one that goes bad, the whole system goes down. The pears do have issues.
  - There are professionals who can spot the problem ahead of time. Not that many of them, so we can do that.
  - In reference to the view on Pinckney Street. The view with the proposed buildings will be enhanced because the new buildings will help to frame the view.
- Request more details at the elevation closest to the Great Dane. Not comfortable with how the first floor, and elevation pulls away and the apartment entrance is off the alley not the street.
  - That is not an alley, it is a street.

Jonathon Cooper, spoke in favor of the project with the following improvements:

- Decrease the garage openings to two lanes at the sidewalk, widening to three lanes on the inside.
- Doty Street reversible entry/exit for the public garage has problems.
- Street trees: there are conflicts on various sheets.
- Block 105 floor plan, overhead doors not shown.
- Block 105 on Doty Street interface with historic buildings is an issue.

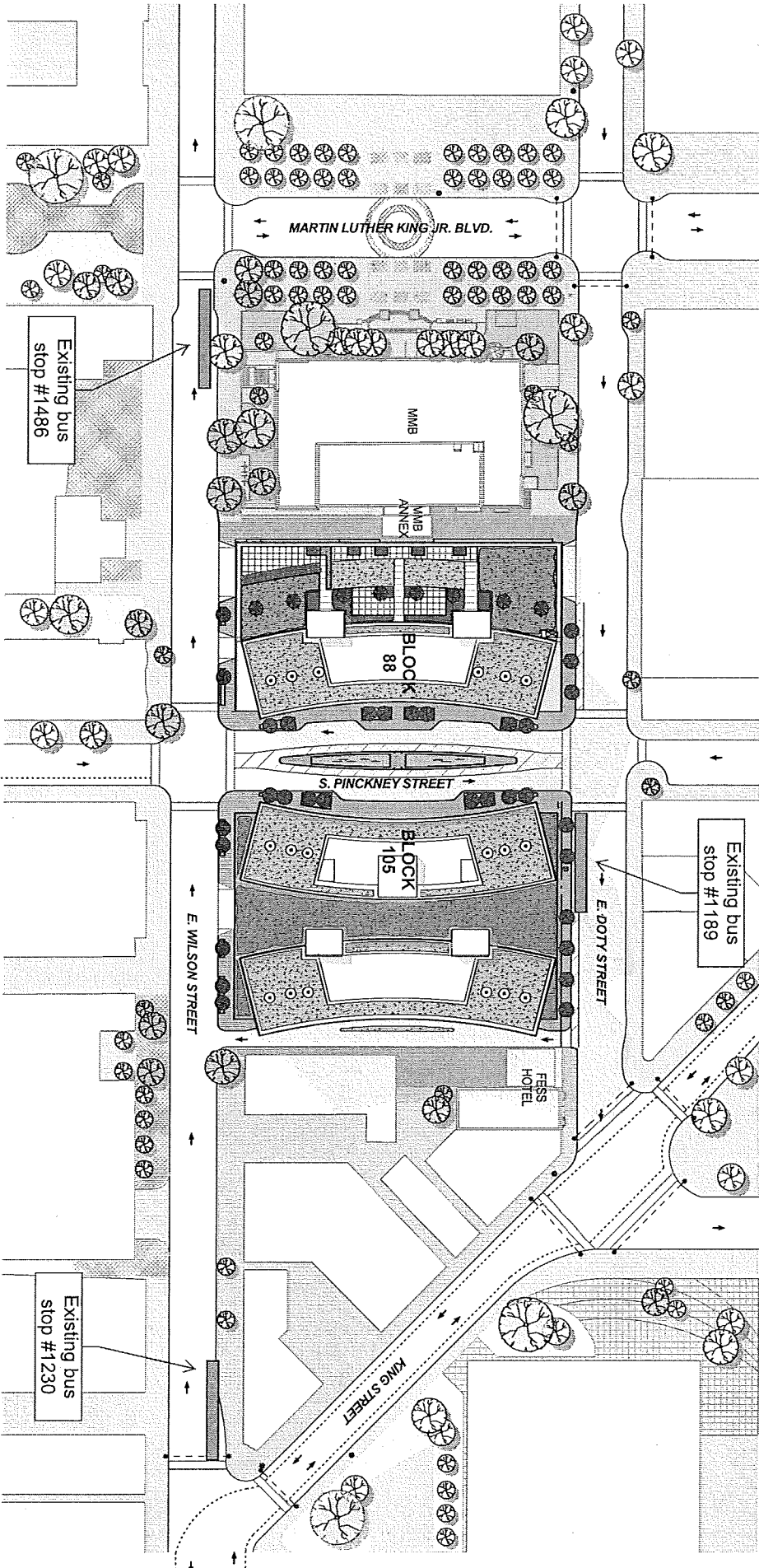
**ACTION:**

On a motion by Asad, seconded by Carter, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (4-1) with O’Kroley voting no. The motion provided for the following:

- Details on planters, width and dimensions; minimize as much as possible.
- Explore increasing the sidewalk width.
- More detailed planting plan.
- Parking staff should be prepared to address parking and aisle/opening widths at the next meeting.



EXHIBIT FROM METRO TRANSIT



NOTE: AVERAGE ELEVATION FOR BLOCK 88 BUILDING HEIGHT = 903.5'

LVDN FOR CITY OF MADISON AND BETTLER REAL ESTATE  
 lothar van hook destefano  
 ARCHITECTURE LLC

JUDGE DOYLE SQUARE - SECTION 1 - GENERAL INFORMATION

OVERALL SITE PLAN

SCALE: 1" = 80'-0"

FEBRUARY 22, 2017

1-08



# CAPITOL

NEIGHBORHOODS, INC.

MADISON, WISCONSIN

April 20, 2017

Heather Stouder  
Planning Director  
City of Madison  
126 S. Hamilton St.  
Madison, WI 53703

Re: Judge Doyle Square Proposal  
Plan Commission comments

Dear Ms. Stouder,

Capitol Neighborhoods has had a steering committee of residents meeting with the development team and city staff reviewing the current proposal for Judge Doyle Square Blocks 88 & 105. We offer these comments for consideration by Plan Commissioners for their meeting of April 24, 2017.

## Plan Sheet 1-04 Downtown Guidelines:

### Block 88 Parking Garage Access Points

The current proposal for access to the public parking garage and the apartment parking garage creates two 45' wide three lane access locations. On Wilson St. there is a 3 lane entry for the public garage. On Doty there are 3 lanes, the outer two for the apartment garage and a center reversible lane for the public garage. (Plan Sheets 2-06 & 2-07)

When the Downtown Plan and new Zoning Code were developed one point of emphasis was to enhance the aesthetics of the built environment and the pedestrian friendliness of the sidewalk experience. Creating more continuous block faces was a key element in accomplishing this.

The current zoning code limits the width of parking garage openings visible from the sidewalk to a maximum width of 22'. (28.071(3) (a.) 3.)

The Downtown Urban Design Guidelines further address this aspect of the urban character and provide additional guidance in guidelines 1 & 2. (Emphasis added.)

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.
  
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.
  - c. ... 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.

The wide cavernous openings for the parking garages and the adjacent loading docks create significant breaks in the urban block form on both Doty and Wilson streets. These openings break up the street level façade rather than reinforcing a consistent street wall or enhancing the pedestrian realm. Narrower garage openings in line with the current design standards in the downtown zoning code would more effectively meet the requirements of Downtown Urban Design Guideline 1.a.

In addition to impacting the character of the urban form wide driveways create a hazard for pedestrians. There are multiple lanes, some which switch directions making it difficult for pedestrians to know for certain which way to look. On one way streets like Doty and Wilson this problem is increased for pedestrians walking in the opposite direction of vehicle traffic. Drivers exiting a garage are focused on the oncoming traffic, looking for an opening and are not as cognizant of pedestrians approaching from the opposite direction. Downtown residents have stated that at certain times of the day they specifically change their route to avoid these wide driveway openings.

To maintain adequate entry/exit capacity a 3 lane gating area is understood to be required. However, at the sidewalk a 2 lane access point is both possible and safer. The Overture ramp has two 3 lane gating areas which narrows to 2 lanes at the sidewalk.

At the Wilson St access the gating facilities could be moved further into the building to allow for narrowing of the sidewalk opening. (Fig. 1) Entry queuing space would still be available and exit queuing space is available on the ramp leading to the gates. A single exit lane also reduces the conflicts inherent with two exits lanes when two vehicles try to exit simultaneously.

The Wilson St. access includes two 4.5' wide aisles for motorcycle entry and exit which extend out to the sidewalk. The Parking Utility has determined that the motorcycle lanes can merge with the vehicle lanes inside the building reducing the opening width by 9'. They have also suggested that the opening could be reduced an additional 6' and still provide three 10' lanes at the sidewalk. While this is clearly an improvement a 30' wide opening fails to meet the specifics and intent of the zoning code and Downtown Plan. Moving the gating location inward to provide only a two lane access point at the sidewalk is both functionally sufficient and superior in creating a desirable urban form.

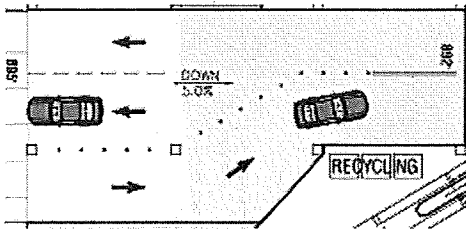


Figure 1 – 3 lane gating to 2 lane access at street

The public garage is also designed with a reversible entry/exit lane from Doty St. which unnecessarily widens the garage opening. The public garage has 560 stalls. There are two other parking garages within a couple of blocks of similar or larger capacity which operate with a 3 lane gating area. Block 89 with 743 stalls and the new Anchor Bank development with 528 stalls. (Note that the Anchor Bank garage used the same parking consultant as the Block 88 garage.)

The current Government East parking garage has 516 stalls with two access points using a single lane in each direction. This gating capacity is equivalent to a 3 lane design as during peak periods there are 2 entry or exit lanes.

The Parking Utility has indicated that this ramp has three two lane gating points which is technically true. One serves only the 60 permit parking stalls and feeds to the Wilson St. 2 lane access point. Effectively the current Government East garage operates adequately with only two 2 lane access points.

The reversible entry/exit lane at Doty St. is not required for effective operation of the garage. In a recent meeting with Parking Utility staff they responded that they have no data on queuing times to indicate that more gating capacity than currently available at Government East is required.

The Doty entry to the public garage is a speed ramp with a steep incline to meet the interior constraints of the building. Concern has been expressed that during the winter this lane could experience safety concerns due to icing on the surface. The Parking Utility has indicated that a hydronic heating system for the ramp is being proposed yet they expect that there will still be times when the ramp will need to be closed.

The Parking Utility is rightly concerned about providing visitors to the downtown with a positive experience. A key part of a visitor's experience is navigating the mix of one way streets downtown. Parking ramps which provide entry at one location and then discharge the visitor at another location, as this ramp will do, are likely to confuse the drivers and lead to disorientation.

No information has been provided to demonstrate that the parking garage access locations and size are based on data for this ramps usage. In fact the Parking Utility has no information regarding the timing of entries or exits. Nor have they provided any data related to backups or poor service with the current Government East ramp and its current gating capacity. The requirement for an access location on both Doty and Wilson was part of the original RFP for Judge Doyle Square yet seems to be based on more anecdotal considerations.

The Doty St. entry to the public parking garage is not required for capacity, would not be available for portions of the year and negatively affects the streetscape and urban character of this block. This entry ramp should be deleted from the proposal.

The access to the public garage can and should be redesigned to narrow the width of the opening at the sidewalk.

Plan Sheet 1-08 Overall Site Plan:

The locations of street trees on this plan are at odds with locations shown on the Ground Floor Landscape Plan (three pages further into the submittal) and other plan sheets in the submittal. Our understanding is that the proposed street tree locations have not been thoroughly reviewed by staff in Forestry, Traffic or the Fire Department and are subject to change.

Ground Floor Landscape Plan (appears after 1-10):

The Hotel loading dock and associated drive just west of the hotel parking entry is not shown and may affect the adjacent street tree location.

Plan Sheet 2-06 Level 1 Wilson St. Entry Block 88:

At the parking garage entry on Wilson St. the exterior claddings or some other finishes should be brought into the building a fair distance to enhance the aesthetics regardless of what the final width of the opening becomes. The garage entry at Block 89 provides an example of the exterior finishes extending into the building past the depth of the gates. Extending the finishes inward reduces the negative impacts of these types of openings at the pedestrian realm. The current submittal provides no information in this regard.

At the loading dock the overhead door is set back from the face of the building about 10'. Our understanding is that the applicant intends to bring this door out closer in line with the face of the building. The submittal does not provide details on the type/style of the overhead doors which are proposed at all of the loading docks.

Plan Sheet 2-07 Level 2 Doty St. Entry Block 88:

At the parking garage entry on Doty St. the exterior finishes should again be brought into the opening. At this entrance there are two overhead doors located 20' in from the face of the building at the apartment parking ramps. The current submittal provides no information in this regard.

At the center of this level there is Public Garage Bicycle Parking which is intended for general public use. Access to this space is through a passageway from the sidewalk, through a door, down a corridor and through another door. Clearly users will need to know the bike parking is here as casual users are unlikely to find it. Our understanding is that currently this parking is intended to be available 24 hours a day. This would seem to create some potential safety concerns and may affect how comfortable users are with the space. If the parking were to be rental for bike commuters with controlled access those types of concerns might be alleviated.

There is no exterior bike parking shown for visitors on any plan sheet for either Block 88 or Block 105. Conveniently located bike parking will need to be provided to prevent bicycles being locked at inappropriate locations.

Plan Sheet 3-04 1<sup>st</sup> Floor Plan Block 105:

Overhead doors are not shown at the two loading docks or the hotel parking garage entry on Wilson St. The Wilson St. elevation, 3-14, indicates recessed doors at the loading docks. Again it is our understanding that the applicant will be moving the doors out to the face of the building. Specifics on the overhead door design and materials are not provided.

The hotel parking is valet only. Installing a door at the entrance would properly restrict entry and would also provide for a more consistent street face for the building enhancing the pedestrian realm.

Intake and Exhaust Louver Locations Blocks 88 & 105:

For Block 88 the building elevations show louvers above all of the ground level doors and windows on Doty and Wilson streets and perhaps on the SW Elevation. There are a number of different types of vents that will need to be extended to the exterior. The current louver locations do not comport well with the exhaust duct chase locations at the four corners of the public parking garage. There will also be louvers required for the apartment parking garage.

Louver locations can have impacts on adjacent properties as well as pedestrians in addition to aesthetic impacts if they are not carefully considered during the design process.

On Plan Sheet 2-10 along Doty St. there appears to be an exhaust termination immediately adjacent to an apartment.

For Block 105 the only intake or exhaust louvers shown are the limited quantity above doors on the Wilson St. Elevation Plan Sheet 3-14. There are two parking garages and intake and exhaust vents require separation suggesting that additional louver locations will be required.

Louver locations for parking garage intakes and exhausts as well as any other large HVAC equipment should be fully noted on plans prior to approval.

Plan Sheets 4-08 to 4-14 Renderings:

The renderings do not reflect the plan details in a number of ways:

- The locations and number of street trees
- The raised planters and rails proposed at some street tree locations are not shown
- The bike lanes on Pinckney are not shown
- The Block 105 hotel loading dock does not have a driveway
- The Block 88 apartment roof deck does not reflect the layout shown on 2-10

Plan Sheet 4-10 Street End Renderings:

At the Doty St. end of Block 105 it seems that the one story masonry portion along the base of the building is lost and out of proportion. Compare this to the three other end views where the scale seems to be more appropriate in establishing the base of the building. This is something that both Landmarks and Urban Design expressed concerns with in their last meetings.

This single story form appears out of scale in the downtown environment and does not appear to comport well with the Downtown Design Guidelines Architectural section.

Suggested Conditions for any motion of approval for this proposal:

The Steering Committee is generally supportive of this proposal and feels that it will be a positive addition to the downtown. However, we believe that there are a number of important details which are not articulated in the submittal which can greatly affect the public realm and pedestrian experience. These are broadly associated with the above ground portions of the proposal which will not be constructed for at least a year and a half until after the public parking garage is completed.

April 20, 2017

Since the current submission would become a binding document of the proposal relevant details need to be fully articulated, open to public input and consideration by relevant commissions. Therefore we recommend that the following items be adopted as conditions for any motion of approval of this proposal;

1. The overhead doors for loading docks be brought out to the building façade. Material details for these doors shall be provided.
2. At open parking garage entries the exterior finishes shall be extended into the opening to effectively provide a finished and continuous aesthetic sense to the pedestrian realm.
3. At the hotel parking garage entry an overhead door shall be provided at the building façade. Material details for this door shall be provided.
4. The locations and details for all parking garage intake and exhaust louvers shall be provided. Any other large venting requirements for mechanical equipment which will not be located within the louvers shown above windows or doors shall also be provided.
5. Locations of street trees and planters shall be reviewed with appropriate city staff and identified consistently on the submitted plans.
6. Details for exterior visitor bicycle parking shall be provided for hotel, retail and apartment guests.
7. Access and security for the Public Garage Bicycle Parking be reviewed to provide usable entry for persons with bicycles. Consideration should be given to making this a secured parking area for cyclists on a rental basis rather than an open access 24 hour facility.
8. For the Block 105 proposal the applicant shall continue to work with staff and the Urban Design Commission on design elements along Doty St. at the base of the building to provide a design more contextually compatible.

Respectfully,

Jonathon Cooper - Steering Committee Chair  
Capitol Neighborhoods

Steering Committee Members:

Eli Judge  
Davey Mayer  
Samantha Negrin  
Peter Ostlind  
Bert Stitt