Stouder, Heather

From: Leach, John
Sent: Wednesday, January 13, 2010 10:25 AM
To: 'Josh Wilcox'; Gary Brink
Cc: Stouder, Heather; Martin, Al; Tucker, Matthew; McCormick, Dan; Dryer, David; Phillips, Rob; Murphy, Brad
Subject: FW: 621 Mendota Court
Attachments: A1.01-Revised.pdf

The attach drawing accommodates the 10 by 30 outside the joint easement. (Matt Tucker and Heather Stouder will need to okay the size.) As shown in the West Refuse Collection Scenario the truck service will be accommodated with a existing driveway approach.

City Engineering and Traffic Engineering need to address public saftey and operation of the public streets. If a truck loading zone is required, the City should make sure it will operate in saftey manner and can be used for loading and unloading.

The Loading Zone on the eastside of there are several concerns here.

1) The proposed east location is next to the Ped/Bike easement. The City staff has problems with vehicles using this area and encroaching onto the public walkway.

2) The small loading area or parking stall will encroach into the public sidewalk.

3) The proprosed loading area blocks access to the bike area parking. This area should be free and clear.

4) As the WEST REFUSE COLLECTION SCENARIO, show the TRUCK Movement. Using the REFUSE Collection Scenario, you can see the truck turning movements are not accommodated on the EASTSIDE to turn the truck around. TE staff cannot support a truck backing all the way down Mendota to turn around.

5) The UW has a driveway very close to this proposed driveway approach and by M.G.O. could not grant a driveway approach in the ped/bike easement or near this approach.

I hope this answers your questions and address your needs, if not please contact me at 267-8755.

Thanks
John

From: Josh Wilcox [mailto:Josh.Wilcox@garybrink.com]
Sent: Wednesday, January 13, 2010 9:36 AM
To: Leach, John
Cc: Gary Brink; Stouder, Heather; Martin, Al
Subject: RE: 621 Mendota Court

John,

Zoning requires a 10x35 loading zone, however in conversations with Zoning we had discussed the lack of need for a full 10x35 and that a smaller area would be sufficient. This conversation was predicated on the fact that other properties with similar use in that downtown has had the loading zone requirement waved or reduced.

Additionally, the UDC was adamant that we provide a small loading zone for short term deliveries – i.e. pizza delivery.

5

City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Meeting Minutes - Approved
LANDMARKS COMMISSION

Monday, November 16, 2009 | **4:45 PM** | **215 Martin Luther King, Jr. Blvd. Room LL-110 (Madison Municipal Building)**

CALL TO ORDER / ROLL CALL

Present: 5 -
Daniel J. Stephans; Stuart Levitan; Robin M. Taylor; Christina Slattery and Erica Fox Gehrig

Excused: 2 -
Bridget R. Maniaci and Michael J. Rosenblum

APPROVAL OF November 2, 2009 MINUTES

A motion was made by Taylor, seconded by Slattery, to Approve the Minutes of the November 2, 2009. The motion passed by voice vote/other.

PUBLIC COMMENT

There was no public comment.

CONSIDERATION OF ISSUANCE OF CERTIFICATE OF APPROPRIATENESS

1. 16550 113 Bascom Place - University Heights Local Historic District
Proposed alteration to the north façade in order to create a new entry and deck.
Contact: Sue Thering

Lou Host Jablonski, 2098 Atwood Ave, gave a brief presentation about the proposed changes to the house at 113 Bascom Place. He discussed the original placement of the doors, and the original grade of the yard in terms of the new project.

Ms. Gehrig asked if the larger garage doors would work as entry doors. Mr. Host-Jablonski replied that one door would be fixed, and that the other would sweep open.

A motion was made by Slattery, seconded by Gehrig, to Approve the Certificate of Appropriateness as submitted. The motion passed by voice vote/other.

SPECIAL ITEM OF BUSINESS

2. 16368 617 - 619 Mendota Court - Advisory report to Plan Commission on the demolition of two existing buildings, and construction of an 8 story apartment building within the Langdon National Register Historic District.
Contact: Gary Brink

Gary Brink and Josh Wilcox, 8401 Excelsior Dr, registered in support and gave described the relationship of the proposed building to the surrounding context, and presented the building plans and revised elevations. Patrick Corcoran, 3718 Country Grove Dr, registered in support and was available to answer questions.

Ms. Gehrig asked how the design changes came about and asked for clarification on the material between the windows on the side facades. Mr. Brink replied that the revised plans had been developed after discussions with the Urban Design Commission and City staff. He added that the panels were proposed to be concrete with a stamped pattern.

Ledell Zellers, 510 N Carroll St., registered in opposition and raised the issue that the house at 619 Mendota Court is considered to be a contributing building in the Langdon Street National Register Historic District. She is disappointed that we are losing this historic district bit by bit, and that we should do more to save it. Mr. Levitan asked how they could do that. Ms. Zellers replied that the city could make the National District a local district, or ask that the Plan Commission make a policy that it will not allow the demolition of contributing buildings in National Register Historic Districts.

Ms. Gehrig said that she had spoken with someone at the State Historical Society, and that they are not able to battle to save every building in National Districts. She added that there may be a 30-day stay of demolition required in order to allow the building to be photographed. Ms. Slattery added that she isn't sure about that requirement. Mr. Stephans added that he is also unaware of a 30-day stay. Mr. Levitan discussed that the Plan Commission has a very different role in land development than the Landmarks Commission. Ms. Zellers said that the Plan Commission sub-committee that worked on the revised demolition ordinance was concerned about this issue.

Mark Landgraff, 5964 Executive Ave, registered in support and stated that staff has greatly helped them work through this process, and that the letter from the former Preservation Planner, Kitty Rankin, in October of 2008 helped the land owner come to the decision to pursue a redevelopment project. He added that he thinks that the architect has really been listening to staff on revisions to the building design.

Ms. Taylor and Ms. Gehrig both agreed that the new revisions are much better.

Mr. Levitan said that the Commission is faced with a three sided problem: (1) They do not want to encourage demolitions of contributing buildings, (2) they also do not want to issue a blanket order against all demolitions of contributing buildings and (3) they have to reconcile these two issues with the very brief e-mail that Ms. Rankin wrote that did not object to these particular demolitions. Ms. Slattery noted that perhaps these homes have been so altered, that they could perhaps no longer be considered contributing.

A motion was made by Levitan, seconded by Taylor, the Landmarks Commission found that while the Commission generally opposes the demolition of contributing buildings in historic districts, it is mindful that the former Preservation Planner did not oppose these demolitions, and that the buildings are in poor condition, therefore will Approve the demolition of 617 and 619 Mendota Court. The Commission further finds that the November 16, 2009 iteration of the proposed building is consistent with the architecture and design of Downtown Design Zone 3 and the surrounding buildings. The motion passed by the following vote:

Excused: 2 - Bridget R. Maniaci and Michael J. Rosenblum

Ayes: 4 - Daniel J. Stephans; Stuart Levitan; Robin M. Taylor and Christina Slattery

Noes: 1 - Erica Fox Gehrig

Note to Commission 11/10/09
617-619 Mendota Court:

Informational presentation and advisory opinion to Plan Commission for the demolition of two existing houses, and their replacement with an 8-story apartment building.

The owner/developer has voluntarily come to the Landmarks Commission, as per the Commission's request. The development site is located in the Langdon Street National register District. A report on the houses proposed for demolition, written by the former Preservation Planner, Kitty Rankin, is attached. Also attached, is an October 27, 2008 e-mail from Ms. Rankin stating that she did not object to their demolition.

The previous staff report dated 10/27/09 and Downtown Design Zone ordinance Language and information are also attached to this packet for your information.

Respectfully submitted,
Rebecca Cnare and Bill Fruhling
November 10, 2009

Note to Commission 10/27/09
617-619 Mendota Court:

Informational presentation and advisory opinion to Plan Commission for the demolition of two existing houses, and their replacement with an 8-story apartment building:

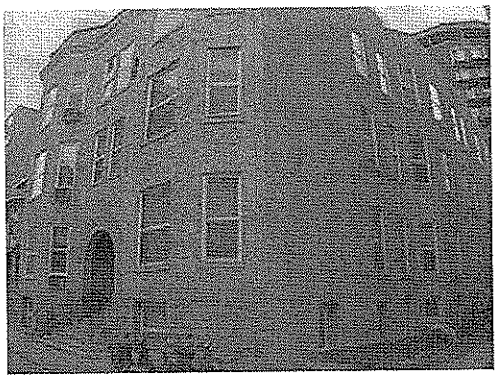
The owner/developer has voluntarily come to the Landmarks Commission, as per the Commission's request. A report on the houses proposed for demolition, written by the former Preservation Planner, Kitty Rankin, is attached. Also attached, is an October 27, 2008 e-mail from Ms Rankin stating that she did not object to their demolition.

The site is located in the Langdon Street National Register District. As such, staff encourages the developers to consider having more modulated façades, and replace the EIFS material with a material that would be more appropriate within the Historic District. While staff does not expect that the building should look historic, it should use high-quality materials that are befitting its location within a historic district.

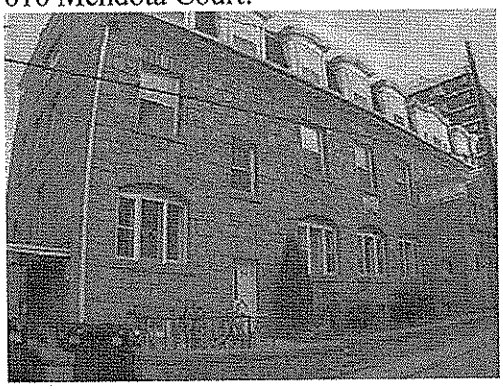
In addition, staff feel that it would be appropriate to take a few architectural cues including, window proportions, facade modulation, and base/middle/top building articulation from the adjacent apartment buildings on both Mendota Court and in the Historic District in general.

These design considerations are also consistent with the general building design criteria that are found within Downtown Design Zone #3, in which this building resides. The City's Design Zone criteria are also attached for informational purposes.

625 Mendota Court:



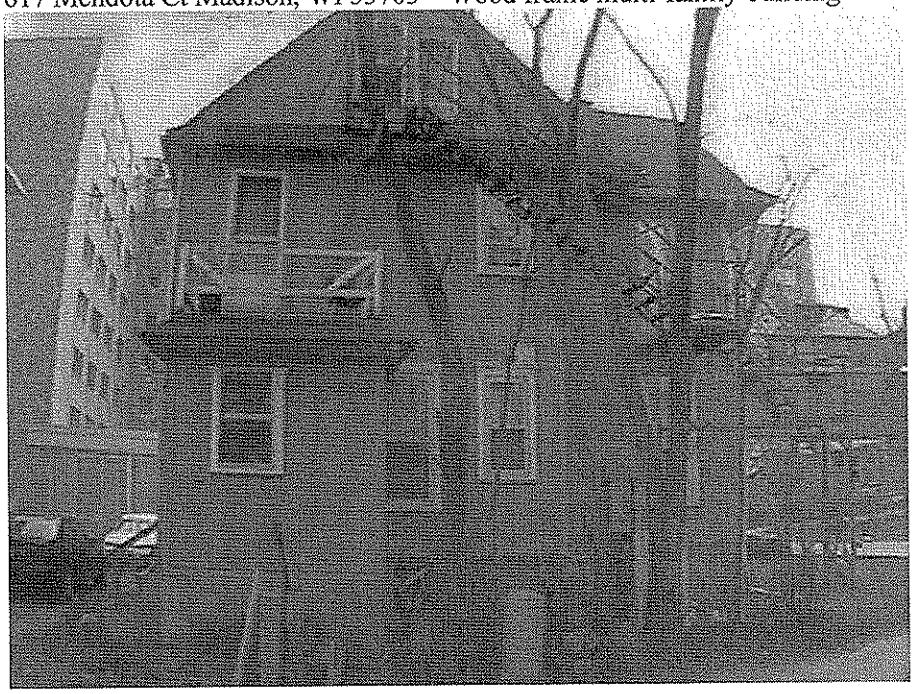
616 Mendota Court:



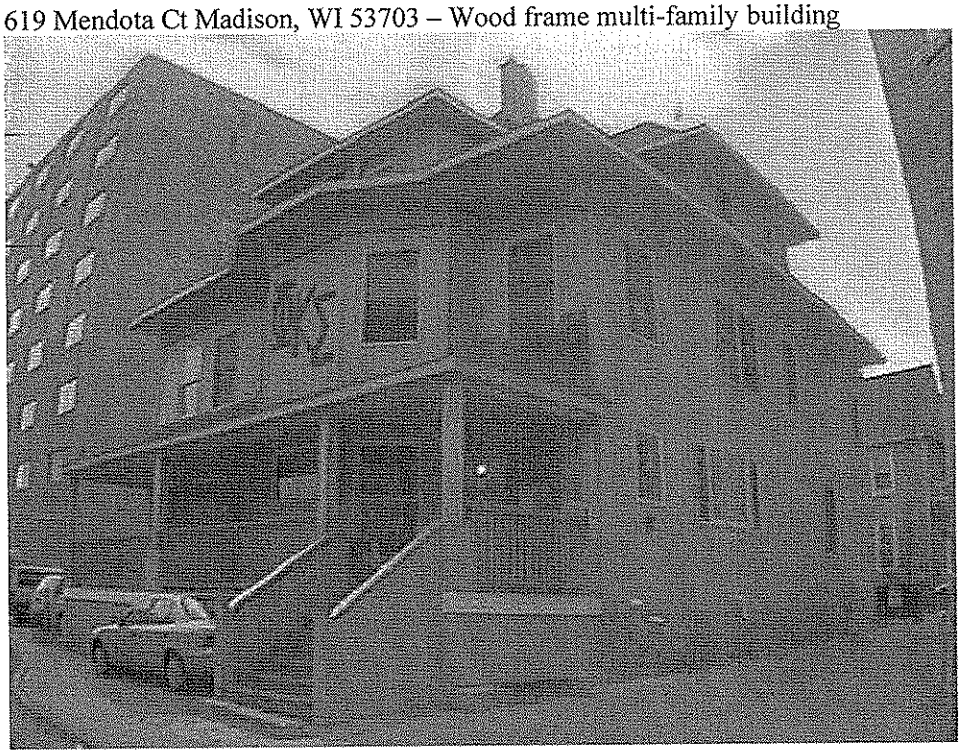
Respectfully submitted,
Rebecca Cnare, 10/27/09

617 and 619 Mendota Court:
According to an e-mail dated Oct 27, 2008, Ms Katherine Rankin did not object to the demolition of these two houses, but she did pass along a previous analysis of the two houses. Staff has attached both the e-mail and the write-up.

617 Mendota Ct Madison, WI 53703 – Wood frame multi-family building



619 Mendota Ct Madison, WI 53703 – Wood frame multi-family building



617 Mendota Court

The 1890s marked a period of explosive growth for the University of Wisconsin. Female students were required to live on campus at the time, but male students were free to find housing off campus. Langdon Street, which had been a street of large single-family houses, became known as the "Latin Quarter" due to the invasion of male university students. Many owners in the area began renting out rooms in their own houses to increase their income and male student groups, namely, fraternities, began to rent whole houses and soon build their own houses in the area.

One of the families that took advantage of this new need for housing were the Frawleys. I did not have time to trace down all of their activity in this area, but it is known that they built a large Queen Anne/Shingle Style home at 620 Langdon Street (gone) as their own residence and also as a boarding house. The property that they owned there had been the site of the Madison Manufacturing Company and soon they were building more houses along Mendota Court, which they may have developed themselves.

The house at 617 Mendota Court was built by the Frawleys as an investment property ca. 1895. It is a simple, frame Queen Anne house that has been much altered on the exterior by removing the front porch and changing the front entrance. It has little in the way of exterior features beyond a denticulated cornice. The interior retains some original woodwork, which is unremarkable and ubiquitous for mid-priced housing of the era. It also retains its original stairway, which is intact and worth retaining. At some point in the past a thick stucco finish was added to the walls. The house is in poor condition.

619 Mendota Court

Frawley building, 619 Mendota Court, 1893-1895. This house is one of the first examples of a simpler mass composed of a hipped roof with a smaller dormer projecting toward the front. The front two-story bay is still evident, but it is now less decorative, with shingles replacing the large central window on the second floor. The porch has a simple shed roof with pared down posts. The overhangs are wide with long thin brackets, and show that designers were beginning to experiment with details that would soon develop into the prairie school. Note also the pedestals for the front porch posts that are plain blocks of shingle siding. This is a shingle style element used often from this time onward.

Rankin, Katherine

From: patrickproperties [redacted]
Sent: Monday, October 27, 2008 9:35 AM
To: Rankin, Katherine
Subject: Re: 617 and 619 Mendota Court

Thanks Kitty.
It was nice to see you again.

Ptrick J Corcoran

----- "Rankin wrote:
> Hi, Patrick -
>
> Here is the write-up I have done about these two houses. I do not
> object to their demolition.
>
> Thanks,
>
> Kitty

5

AGENDA # 5

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION		**PRESENTED:** November 4, 2009
TITLE:	617-619 Mendota Court - PUD(GDP-SIP), Residential Development in Downtown Design Zone No. 3. 8th Ald. Dist. (16452)	**REFERRED:** **REREFERRED:** **REPORTED BACK:**
AUTHOR: Alan J. Martin, Secretary		**ADOPTED:** **POF:**
DATED: November 4, 2009		**ID NUMBER:**

Members present were: Marsha Rummel, Dawn Weber, Todd Barnett, Bruce Woods, Richard Slayton, John Harrington, Richard Wagner, Jay Ferm, Ron Luskin and Mark Smith.

SUMMARY:

At its meeting of November 4, 2009, the Urban Design Commission **RECEIVED AN INFORMATIONAL PRESENTATION** on a PUD(GDP-SIP) located at 617-619 Mendota Court. Appearing on behalf of the project were Josh Wilcox and Gary Brink, representing Langrath Construction; Tom Sather, Christopher Culver and Patrick Corcoran. Prior to the presentation staff noted that the project provides redevelopment of the site currently containing two existing two-story wood frame residential buildings in order to provide for the construction of a 33-unit residential development consisting of 8 stories with portions of the lower level exposed also containing residential units. The project is located within a designated "Downtown Design Zone, No. 3" which allows for a building and structure no more than 8 stories. Brink then provided an overview of the project as noted within the project's zoning text as well as a review against the "Exterior and Interior Design Criteria" for a Planned Unit Development District's and Downtown Design Zones as required by ordinance.

Following the presentation the Commission noted the following:

- Question the lack of prospective renderings with the project. Balconies look tacked on. Need to be better integrated with the architecture.
- Need to provide one bike stall per bedroom at a level of 103 total bike stalls. In addition, provide winter indoor long-term bike storage.
- Relative to the scale of the building, not on par with the other historic buildings within the area, not the best building in the area but need to see relationship between small and large scale buildings to see if it is appropriate to the site. By itself, the building is quite monolithic.
- Question not providing onsite parking.
- The back or west elevation is underdeveloped.
- Question the lack of an area for loading and unloading, where the pizza truck will park. Take the design standards and speak on how they are addressed.
- Use columnar trees at front instead of concrete planters.
- Question the opportunity for using outdoor space on the roof for a green roof treatment.
- On the west elevation's blank wall consider providing windows in bathrooms.

- Need to address more thoroughly the requirements for Exterior and Interior Design Criteria for Planned Unit Development Districts in Downtown Design Zones.

Ald. Bridget Maniaci spoke on the project noted in the following:

- Provide more bike parking.
- Consider more moped parking.
- Concern with windows and lower south elevation, bottom tenant security issues.

Consideration by the Commission noted the following:

- The project lacks a 3-dimentional presentation with no context provided, can't comment on massing reviews and immediate context, needs scale model or 3-dimentional presentation.
- Issue with the lack of onsite delivery opportunities prevent details.
- Size of building maxing out (of building on site), not giving a lot to neighbors.
- Can't see articulation and change of plane on elevations, appears tight and flat; needs to be looked at.
- Triangular portion on the Mendota Court façade looks odd, need to see in 3 dimensions, looks out of place with the rest of the building, feature doesn't reinforce the rest of the building.
- Decks look tacked on. Look at enclosure.
- Windows at ground plane floor need work, convert area to community room fronting street with different window patterning. It's used for residential units might not be the right use.
- A two inch change in plane not enough even with change in color and materials.
- Missing proportions of providing a base middle and top.
- Lose spandrel panel splitting vision glass on the north elevation.
- Need to talk about how the architectural features of the building relate to other buildings in area, e.g. the neighborhood to the west.
- Look at long-term structured bike parking options in conjunction with increasing the bike parking count for the project.

ACTION:

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

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 4, 5, 5 and 6.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 617-619 Mendota Court

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	6	5	4	-	-	-	6	6
	4	6	-	-	-	-	5	5
	-	-	-	-	-	-	-	4
	-	-	-	-	-	-	-	5

General Comments:

- Study massing? Fenestration to be a building that addresses the change in scale of the neighboring buildings.
- Address Downtown Design Guidelines for Zone 3. Curtain glass wall interesting but architecture could use more details.
- Look at building material proportions (base/middle/top).
- More greenspace needed, concrete pavement appears excessive.
- Needs a lot of work!

AGENDA # 1

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION	**PRESENTED:** December 16, 2009
TITLE: 621 Mendota Court (Formerly 617-619) – PUD(GDP-SIP), Residential Development in Downtown Design Zone No. 3. 8th Ald. Dist. (16452)	**REFERRED:** **REREFERRED:** **REPORTED BACK:**
AUTHOR: Alan J. Martin, Secretary	**ADOPTED:** **POF:**
DATED: December 16, 2009	**ID NUMBER:**

Members present were: Marsha Rummel, Mark Smith, Dawn Weber, Todd Barnett, Bruce Woods, Richard Slayton, John Harrington, R. Richard Wagner and Jay Ferm.

SUMMARY:

At its meeting of December 16, 2009, the Urban Design Commission **REFERRED** consideration of a residential development located at 621 Mendota Court. Appearing on behalf of the project were Mark Landgraf, representing Patrick Properties; Gary Brink, representing Landgraf Construction; Josh Wilcox, representing Landgraf Construction; Patrick Corcoran, Robert Barry, Camilla Corcoran, Sheri L. Barry and Robert R. Brodeur. Registered in opposition as Arlan Kay. Registered neither in support nor opposition was Chuck Possehl of the Bruce Company.

- In order to eliminate the previous concerns about the balconies being tacked on, two feet project into the building and projects three feet out. A combination of exterior moped parking and bike parking in association with off-street loading. One option features a 10' x 18' loading zone which maximizes the amount of combined moped and bike parking with the other option, Option A featuring 10' x 35' loading zone substantially decreasing the amount of moped and bike parking.
- The development of 28 units with a total of 104 bedrooms, a departure from the previous version of the project.
- An extensive overview of the project against the "Exterior and Interior Design Criteria for Planned Unit Development Districts and Downtown Design Zones" referencing a summary of its provisions as contained within the application packet.

Following the presentation, Arlan Kay spoke on behalf of Attorney Harvey Temkin who represents the owners of the adjacent properties at 626 Langdon and 616 & 625 Mendota Court. Kay provided an overview of the issues raised within a letter from Attorney Temkin relevant to the redevelopment proposal at 621 Mendota Court, utilizing a shared access easement located on the common boundary to the west for its use in association with this project as not consistent with the terms of the easement agreement. Specific concerns relative to impeding its use by the adjoining property owner for ingress and egress as well as refuse pick-up. Kay then presented photographic details of the existing condition between the adjoining properties to clarify their concerns. The letter from Temkin as well as Kay's presentation emphasize an alternative to relocate the building's entrance as well as all loading functions to the eastside of the building adjacent to an existing public pathway easement. Mark Landgraf spoke in support of the building, his appreciation for the architecture, his appreciation of the articulation of the design on the building as modified in support of maintaining the shared

access as a shared service core with the adjacent building at the same time, maintaining an emphasis that the adjacent ped/bike pathway on the east side of the building be maintained as currently exists which would prevent conflicts between vehicular and pedestrian/bike accumulation within the area. Josh Wilcox spoke in favor of the project noting that the entry within the existing location, adjacent to the service core was logical as proposed and ties back to the required design criteria. He further provided a discussion on the loading zone/bike and moped parking issues. Following the testimony, the Commission noted:

- As with the previous review of the project, lose spandrel panels between windows where walls intersect, should be dealt with an architectural solution.
- The use of a crushed rock path in the rear should be ADA compliant.
- Provide information on the height of adjacent buildings.
- Concern about too much going on with the detailing of the building's facades.
- Uplighting as proposed, not dark-sky compliant and should be utilized to emphasize the tower element.
- Architecture is heading in the right direction, but should be more of a "background building," too much going on with the building as designed. Let bookends stand out on the east elevation, problem with the middle section which features red-brick extending one level higher than the dark brown brick on the bookend elements, takes away from the bookends as a feature. Use benchline of the top of the red brick as horizontal line on the east elevation bringing up the dark brown brick treatment.
- The upper elevation of the building loses focus, too much going on.
- Relevant to the site plan, main entry as a terminus of the street adjacent to bike-pedestrian path logical, but maintain shared service access on the westerly elevation.
- The construction fence issue, a PC issue.
- Issue with the removal of existing elm along the southerly property line.
- Concern with the use of stone mulch in lieu of bark mulch. Stone mulch impedes plant growth.
- It appears garbage trucks are not losing anything in the easement with the modifications as proposed.
- Shift laundry to the basement or garden level to provide interior bike parking on level one adjacent to the exterior moped/bike-parking area and entry.
- On the north elevation, on levels four-six, add a window on the blank wall next to the patio doors.
- The use of two-level bike racks is commendable but look at an "assisted design that helps it up."
- Concern with the difference between the high level of contrast and materials according to the renderings vs. that displayed on the sample board, maintain a discernable difference in appearance.
- Concern with the use of eye-level vertical pier bollard lighting within the bike yard. Confirm light levels. Also with the concerned with the uplighting being dark-sky compliant study.
- Project attractive, show how gardens based for such patio at rear looks like a ground-level view.
- Take uplights and mount up higher and point down to be dark-sky compliant, like everything going on and don't feel the need to simplify detailing and materials associated with the building façade. Make red brick more red with EIFS color lighter for more contrast in the materials/color palette.
- The use of crushed granite is not a shovelable surface. Use color pavement in the rear garden area as well as use a different colored pavement in bike storage area. Keep as much outside moped for such bike storage as possible.
- The horizontal banding at the fourth floor level needs beefing up.
- Push transformer off and away from the pathway area and provide appropriate screening.
- Make side by parking entry (east) more inviting, more transparent.

- Add more trees to appeal to the pedestrians scale in the rear yard, columnar species.
- Study bringing the red brick up all the way up the mid-east elevation. Like entry on the west elevation off the building's westerly quarter, as proposed, it provides a separation from bicycles.
- Need a durable surface at the rear; durable paver or pavement, make path more efficient with the minimum amount of space provided; go straight in to allow for more landscaping.
- Eliminate the use of crab trees; favor the use of something more native.
- Eliminate the use of stone mulch in favor of shredded bark mulch.
- The use of red mulch, red pavers, and red plantings require more variation.
- Need to maintain the existing trees or provide an arbor's report on their condition to justify removal.
- On the south elevation, on levels two-six, the brick is truncated as it meets the EIFS; brick return needs to be provided where it meets the EIFS.
- The pattern of windows on levels two-three, compared with the pattern of windows on levels four-seven on the mid-east elevation don't relate and get lost at the lower level.
- Need better "hat or top" treatment on the tower element. There's a large void at the east corner of the building with no windows. Add windows to the corner bedroom and combination with down-sizing the extensively long balconies on levels four-eight.
- Eliminate horizontal lower band on south center element on the upper east elevation in order to complement book ends. Re-examine the horizontal banding above the third floor which breaks up the verticality of the book ends.

ACTION:

On a motion by Wagner, seconded by Weber, the Urban Design Commission **REFERRED** consideration of this item. The motion was passed on a vote of (8-0).

The motion required address of the above stated concerns and the following:

- Utilize bark mulch as an option to use of stone mulch.
- Lighting needs to be dark-sky compliant.
- Study southeast corner at northeast corner to bring room to the front in combination with a reduction in balcony length.
- Study backyard details including the paths ADA compliancing.
- Study swapping the laundry room and bike storage areas.
- Study making rear yard "a room" – a physically contained space.
- Need full-view of penthouse, needs to be more integrated.
- Provide brick returns on all elevations where it meets EIFS.

A substitute motion by Ferm, seconded by Rummel, to grant initial approval failed on a vote of (2-6) with Wagner, Harrington, Barnett, Slayton, Weber and Smith voting no. After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 5, 5, 5, 6 and 6.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 621 Mendota Court

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	4	6	5	5	-	5	5	5
	5	5.5	5	-	-	5	6.5	5
	6	4	6	6	-	6	6	-
	-	-	-	-	-	-	-	5
	5	6	5	6	-	6	6	6
	6	6.5	6	6	-	6	8	6
	7	6	5	5	-	7	7	-

General Comments:

- Needs to better address context of site.
- Improved. But still too busy from an architectural design standpoint – calm down!
- Nice balcony adaptation. Use durable surface at patio. Use shredded bark mulch (not stone).
- Excellent package – thank you. Thorough presentation. Much improved. Good articulation. Color palette should have more pop. Show garden level. Downtown Design Guidelines appear to be met. Make west façade more like street facing façade.

AGENDA # 2

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION		**PRESENTED:** January 6, 2010
TITLE:	621 Mendota Court (formerly 617-619 - PUD(GDP-SIP), Residential Development in Downtown Design Zone No. 3. 8th Ald. Dist. (16452)	**REFERRED:** **REREFERRED:** **REPORTED BACK:**
AUTHOR: Alan J. Martin, Secretary		**ADOPTED:** **POF:**
DATED: January 6, 2010		**ID NUMBER:**

Members present were: Bruce Woods, R. Richard Wagner, Marsha Rummel, John Harrington, Richard Slayton, Jay Ferm, Todd Barnett and Mark Smith.

SUMMARY:

At its meeting of January 6, 2010, the Urban Design Commission **GRANTED INITIAL APPROVAL** of a residential development in Downtown Design Zone No. 3. Appearing on behalf of the project were Gary Brink, representing Landgraf Construction, Josh Wilcox, representing Landgraf Construction, Camilla Corcoran, Josh Brodeur, Robert Brodeur, Jim Krause, Dave Penwell, Mark Shumway, Patrick Corcoran, and Mark Landgraf, representing Patrick Properties. Registered in opposition were Gene Devitt, Arlan Kay, Joe Korb, and Harvey Temkin representing The Flying Colonel, LLC. Registered neither in support nor opposition was Chuck Possehl of The Bruce Company. Brink and Wilcox provided an overview of the most recent modifications to the plans emphasizing or highlighting:

- Changes in rear yard moving the barbeque or such outdoor fireplace relocated on the southwest corner of the property more easterly as part of an enlarged outdoor patio area featuring an outdoor seating area combined with landscaping and screening which was accommodated with the elimination of a lower level unit and accompanying recessed garden-level to create an exterior room.
- The addition of a bench outside of the westerly entry at the bike parking court including a raised planter.
- The rear yard outdoor eating area and bikeyard feature the use of decorative concrete pavement as part of the pathway system.
- The elimination of the use of red-colored brick is part of the middle portion of the easterly elevation so as the easterly elevation features the same color brick up to 7th floor level combined with the elimination of spandeau panels below windows.
- The elimination of up-lighting in favor of down-lit "pin lights" on the lower elevation. The building's tower element is taller with the incorporation of the mechanical penthouse as well as the strengthening of the top cornice treatment.
- Elimination of the blank corner at the front of the building (north elevation) with the extending of the bedrooms out with windows combined with reduction in the width/length of balconies.
- Brick returns are provided where it abuts EIFS.
- Strengthen and added more glass at bike storage entry along the easterly elevations.
- A realignment of the lower elevation windows on the easterly elevation.
- The utilization of a lighter color up EIFS on the upper 2-stories of the building.

- Adjustments to the brick colors to provide for more contrast.
- A previously proposed transformer box at the southeasterly corner of the site has been eliminated with it being underground.
- Move laundry room to lower level and convert its previous location on the first floor for bike parking.
- Provide for both interior and exterior seasonal bike storage including the use of vertical, stackable bike parking racks.

Chuck Possehl of the Bruce Company spoke on landscaping issues noting problems with the maintenance of existing elms on the site due to their relevant condition as well as providing an overview on the development and modifications to the "outdoor room" within the rear yard of the building. Brink noted that the building entry needs to remain off of the northwest corner, adjacent to the shared access with the adjoining lot despite issues previously raised by Kay and Attorney Tempkin, representing the adjoining property owner Joe Korb. Testimony from Tempkin, Kay and Korb in opposition noted:

- Have not received adequate response to issues from the applicant.
- Client concerned with large building being developed on adjacent lot.
- Major focus: the way building is designed doesn't make sense with this particular site, the street is narrow, where the co-use easement is also narrow. Entry as proposed will create real logistical problems, needs to be done properly, entry needs to not impede access easement and should be on east elevation.
- Mass of building too much for Mendota Court's size. Entry on westside makes a vehicular access shared easement a pedestrian way which conflicts with its non-pedestrian use, where pedestrian use will create conflicts.
- Massing a building is too much for areas existing densities, want to see building several stories less.
- Move entry to east side with the loading zone. The east side acts as a corner due to its relationship with the existing public walkway right-a-way.
- Need to provide transportation amenities to residents where it makes sense to have a loading zone trash pick-up and pedestrian entry on one side (east).

Gene Devitt spoke in opposition noting the inability of the street in its current context: problematic. He further noted the building is good-looking but in the wrong location where existing buildings on the corridor are all 2-3 stories high with taller buildings oriented to Langdon Street, such as Lowell Hall, etc. The building is too high, should be 3-4 stories relative to the entry issue. Entries are located at the center of the building or suggestion to move to the eastside of the building makes more sense. Discussion by the Commission was as follows:

- In a request to respond to the entry issues, Brink noted that the building was not located on a corner lot where the relocation of the entry to the east side would not allow for functional pick-up of trash due to the lack of space for truck maneuvers.
- In response to comments by the Commission related to density, of the project; Brink noted that the provisions for development within Downtown Design Zone 3 within the ordinance designates this area for high densities where the Landmarks Commission already noted the appropriateness of the project for the area.
- In response to issues related to "the move-in-day" by the Commission Brink noted that units that are furnished will help to minimize impacts where the existing joint driveway access easement on the westerly property line can be managed and posted and additionally noted that representatives of Lowell Hall have noted there opposition to trash pick-up on the east side of the building.

Further comments by the Commission noted:

- Appreciate changes to architecture, the building envelope and the skin of the building. A stronger looking building.
- Would like building satisfied with landscape plan.
- Make sure the Plan Commission addresses issues would access trash pick-up, density and bulk congestion and traffic impacts as relate this area of Mendota Court in regard to their "land-use based decision."
- Relative to architecture: a great job incorporating all the comments by the Commission, but still need to provide for adjustments on the secondary corner treatment on the tower element; make more elegant as detailed on the first floor level or use a reveal.

Ald. Eagon spoke in support noting the dramatic improvement to the project, the appropriateness of the placement of the door on the west elevation as functional based on activities to the west such as the Union and the University where trash-pick-up makes sense where it is in support of the current design as well as the excitement about the project as the areas alder and neighbor. Continued comments by the Commission noted the following:

- Consider adding a ramp for the movement of bikes with interior stairs.
- Relevant to the Exterior and Interior Criteria for Downtown Design Zones, the Plan Commission should look at the building in regard to impacts on neighboring properties.
- Tinted concrete should be used at the entry to the building as used elsewhere.
- The provisions for Downtown Design Zones were developed to encourage densities as proposed where a maintenance of an existing buildings and fraternities on the lakeside of Mendota Court were supported with larger structures across Mendota Court according to Wagner.

ACTION:

On a motion by Rummel, seconded by Wagner, the Urban Design Commission **GRANTED INITIAL APPROVAL.** The motion was passed on a unanimous vote of (7-0). The motion requested that the Plan Commission provide serious consideration of the land-use issues raised with this project as noted by those speaking in opposition and that signage shall return for further consideration and adjustments to the cornice treatment of the upper façade and the use of tinted concrete be provided at the entry as utilized elsewhere on the building were required.

After the Commission acts on an application, individual Commissioners rate the overall design on a scale of 1 to 10, including any changes required by the Commission. The ratings are for information only. They are not used to decide whether the project should be approved. The scale is 1 = complete failure; 2 = critically bad; 3 = very poor; 4 = poor; 5 = fair; 6 = good; 7 = very good; 8 = excellent; 9 = superior; and 10 = outstanding. The overall ratings for this project are 6.5, 6, 6.5, 7, 7, 6, 6, and 7.

URBAN DESIGN COMMISSION PROJECT RATING FOR: 621 Mendota Court

	Site Plan	Architecture	Landscape Plan	Site Amenities, Lighting, Etc.	Signs	Circulation (Pedestrian, Vehicular)	Urban Context	Overall Rating
Member Ratings	6	6.5	6	-	-	6	7	6.5
	5	7	5	6	-	?	7	6
	6	6	7	6	-	7	7	6.5
	7	7	7	7	-	6	7	7
	6	7	6	-	-	6	8	7
	-	-	-	-	-	-	-	6
	5	6.5	6	6	-	5	7	6
	6	7	7	6	4	7	8	7

General Comments:

- Massing is supportable within framework of DD2 #3, building is transition between smaller scale buildings and larger towers. But the capacity of Mendota Court will continue to be challenged by future development. How will basic service needs of plowing/deliveries/trash pick up be provided with increasing densities.
- Architectural improvements are significant. Not convinced how the density works with Mendota Court.
- Much improved , nice work.
- Very positive improvements to the architecture.
- Architecture does not currently support proposed signage. Good responsiveness to issues.

GARY BRINK & ASSOCIATES, Inc.

ARCHITECTS

January 5, 2009

Urban Design Commission
Plan Commission
C/o Mr. Brad Murphy, Plan Division Director
C/o Mr. Al Martin, Secretary to Urban Design Commission
215 Martin Luther King Jr. Boulevard, Suite LL100
Madison, WI 53703

RE 617-619 MENDOTA COURT PROPOSED APARTMENT BUILDING.
DESIGN CONCERNS AND POSSIBILITIES
Gary Brink and Associates Response (per 12/28/09 UDC initial/final submittal drawings)

We have been retained by the owners of the properties at 626 Langdon Street, 616 and 625 Mendota Court to work with the architect for the apartment building proposed for 617-619 Mendota Court to address serious design concerns that affect their adjacent properties.

DESIGN ISSUES

Loading Zone

The latest design shows an undersized loading zone on the East side of the property. This needs to be the required 10'x35' with the appropriate room for moving service vehicles. This would include trash removal, moving trucks and service vehicles.

It is important that this loading zone be used for trash pick up. We have looked into design options that place the trash room on the East side of the building, hence immediately adjacent to the required loading zone. Our design option shows this can be done without loss of apartments or bedrooms and give a better access to the indoor bicycle and moped storage.

GBA Response: The 10'x18' loading zone shown is sized adequately for short term deliveries and is sized similarly to other residential properties in the area. Zoning Administrator Matt Tucker……..

The 10'x35' loading zone with trash pick-up on the east side along with mirroring the entire building being proposed by Mr. Kay includes a number of serious design concerns.

1. By mirroring the building, the main entrance is relocated to the Northeast corner of the building. This location essentially turns its back to Mendota Court, which is where a majority of the buildings tenants will be arriving from. This also goes against several items of the "Exterior Design Criteria" including entrance orientatation, visible and clearly defined entry and terminal views.
2. The front yard setback has a drastic impact on the north the North wall living room – resulting in a loss of two feet and lake views out of the west.
3. The front yard setback impacts the north façade design – resulting in a flat elevation that loses both horizontal and vertical articulation and the loss of a fully integrated penthouse.
4. The 10'x35' loading reduces the number of outside stalls by 24.
5. The addition of refuse containers and collection vehicles to the east side of the property creates a safety concern with pedestrian and bike traffic. This confluence
6. Tenants waiting for rides or deliveries in the parlor will have reduced sightlines of oncoming vehicles.

8401 Excelsior Drive Madison, WI 53717 Phone 608 829-1750 Fax 608 829-3056

No. 2 1-6-10

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7. The immediate area around a northeast entrance is not very appealing. The primary view is into Lowell Center's concrete parking structure, aluminum stairs with two trash dumpsters under them and Beta Houses trash area directly across the street.
8. West stairway exits out into the driveway rather than the secured bike parking – resulting in a safety concern.
9. Tenants will need to walk around the building to access their bikes, mopeds and the BBQ area.
10. The garden level layout will be altered and likely result in another loss of bedrooms.

Outdoor Grille

The large outdoor charcoal grille in the corner of the rear yard is less than 15' from a series of balconies on 626 Langdon. We object to this location, as the smoke from the grilles will limit the usability of the balconies and the opportunity to obtain ventilation for the units in Round House. If the outdoor grill is important it can be moved to the center of the back yard where it would back onto the large open green space of 626 Langdon.

It is also adjacent to our dumpsters. There has previously been a dumpster fire in this location caused by somebody dumping hot charcoal into the dumpster. The developer is resistant to installing a gas grille as it may be left on creating another hazard and cost.

GBA Response: The outdoor charcoal grilles have been relocated 10'-2" off of the west property line with a 10'x16' concrete pad. The grilles will have a trash can located adjacent to them designated for charcoal refuse only.

Outdoor Recreational Space

The rear and West side yards are narrow strips of land, along with the charcoal grille, that have been designated as recreational space. These are only about 10' wide. This space will likely be used heavily. The courts for the garden apartments become a curious design element as they are recessed into the ground cutting into the usable space of the rear yard. This type of space becomes a high maintenance open-air trash receptacle. It also affords little privacy to the occupants.

We endorse the basic design premise of having the first living space a half level above grade, which give more privacy and security to the apartments on the first floor. This is not so for the garden apartments. We request the garden apartments be eliminated and the space be used for other necessary amenities for the residents.

GBA Response: The rear and west side yard will be planted heavily per the landscape plan, with use limited to the 10'x16' grilling area. The plantings are located to create an outdoor "living room" around the seating area, screen adjacent dumpsters and garden level windows for enhanced privacy.

The garden level deck will not impede the useable rear yard space due to the density of plantings in that area, which will also act as a buffer to garden level windows for enhanced privacy. The deck area is lined with plantings and a metal railing to help reduce the "open air trash receptacle", however this will ultimately be an owner maintenance issue that will not have an impact on any neighboring properties.

The four bedroom garden level apartment security is improved with all five of its openings contained inside the secured, fenced and well light area that can only be accessed by tenants. Privacy will be addressed with the use of plantings, window and glass treatments.

Bicycle and Moped Parking

If large and denser development is being encouraged in this area through the PUD process, we feel it is important to require protected year round parking sufficient to serve the occupants of this building.

Car parking is not provided, so it is all the more important to provide sufficient indoor and outdoor parking for the bicycles and mopeds. The proposed indoor parking is very awkward to get to and is not large enough to provide one space per bedroom. It is possible to meet this goal.

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The space assigned to the garden apartments would be more useful for indoor bicycle and moped parking. A design we have developed for the trash room on the East side also includes an entry for bicycles that has a direct access to the basement level and larger parking areas.

GBA Response: The current design with the 10'x18' loading zone contains 99 bicycle parking stalls for 104 bedrooms with 77 outside stalls and 22 inside stalls on the first floor. The quantity and location of these stalls are designed to meet Madison Zoning and UDC requirements, and will not have an impact on any of the neighboring properties.

Construction

During the construction of the building, the developers have proposed a construction fence that will encroach 6 feet into the existing access easement. Enclosed are pictures of the current driveway showing how tight it is for a standard garbage truck to maneuver into our service court. This is not an acceptable option.

Trash is removed at least 4 times a week. The service court also provides access to the central office parking lot for service vehicles and staff of the Round House. Staff is constantly driving in and out to show and service other apartments from this central office.

The past few weeks has shown the typical problems with snow, which is compounded by the very narrow Mendota Court. (19 feet from curb to curb)

GBA Response: The location of the construction fence and duration of time it will be up is an item that will need to be resolved between parties involved with the easement. The construction fence located 6 feet into the easement will leave not less than 10'-2" for access to the south parking lot.

We appreciate the Urban Design Commission's considerations of these issues. We would be happy to provide any further information that the UDC might consider helpful. We will also be available at the January 6th meeting where we understand that this project will once again be considered.

8401 Excelsior Drive Madison, WI 53717 Phone 608 829-1750 Fax 608 829-3056

Reinhart
Attorneys at Law

Reinhart Boerner Van Deuren s.c.
P.O. Box 2018
Madison, WI 53701-2018

22 East Mifflin Street
Suite 600
Madison, WI 53703

Telephone: 608-229-2200
Facsimile: 608-229-2100
Toll Free: 800-728-6239
reinhartlaw.com

January 19, 2010

Harvey L. Temkin, Esq.
Direct Dial: 608-229-2210
htemkin@reinhartlaw.com

City of Madison Plan Commission Members (SENT VIA E-MAIL)
215 Martin Luther King Jr., Boulevard
Rm. LL-100
Madison, WI 53703-3348

Gentlemen and Mesdames:

Re: 617-619 Mendota Court
Plan Commission Review

We represent some of the owners of properties located adjacent to the project which is proposed for 617 to 619 Mendota Court. That project is currently scheduled for Plan Commission consideration on Monday, January 25.

My clients are very concerned about the proposed project, particularly due to its mass, its lack of any parking (including parking for any maintenance or managerial staff) and the congestion which my clients believe will be created on Mendota Court.

It is difficult to fully understand my clients' concerns without having first viewed the site and the issues that my clients believe the proposed project will create. My clients have retained Schreiber Anderson & Associates to help evaluate those problems. My clients would welcome the opportunity to host any Plan Commission members who are so inclined to view the site. You can arrange to either visit the site with my clients or if you would like to walk the site yourself, you can arrange for parking by calling Joe Korb at (608) 256-3696.

If you have any questions about my clients' position or would like to discuss this matter further, please feel free to either give me a call at (608) 229-2210 (or on my cell (608) 206-5947) or e-mail me at htemkin@reinhartlaw.com.

Thank you for your consideration.

Yours very truly,

Harvey L. Temkin

cc Joe Korb
Dave Schreiber
John Lichtenheld
Brad Murphy
Heather Stouder