

From: [Stephen Smith](#)
To: [Urban Design Comments](#)
Subject: Regarding 131 W. Wilson—Legistar 73562. Agenda Item #6
Date: Wednesday, December 14, 2022 3:05:46 PM

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The number of decks on the John Nolen side of the structure should be reduced to make the building look sleeker and less busy. Following the design of the Wilson Street side on the Lake Monona side will also make the structure a more unified composition.

The 131 W. Wilson building will bookend the approved structure at 121 E. Wilson when viewed from Lake Monona and the John Nolen causeway. The Commission recommended a reduction on lake side balconies on the 121 project and the applicant followed with a better design.

The Commission should look at the design of the 333 N. Water Street apartment building now beginning construction in Downtown Milwaukee.

https://urldefense.proofpoint.com/v2/url?u=https-3A__urbanmilwaukee.com_2022_12_02_friday-2Dphotos-2Dgroundbreaking-2Dfor-2Dnew-2Dthird-2Dward-2DTower_&d=DwlFaQ&c=byefhD2ZumMFFQYPZBagUCDuBIM9Q9twmxaBM0hCgll&r=0UzTu72xaK1sH8uO_Wz9isRQEkaubtLNh5K_rf2p6Di4emueOMbNmZApNNZuH9&m=w5Kw7JVZSmX2CcJ_3i0W4g_MZOBPilaOza9C0ysFvGHk30-V_aWpxmLWEXcza59B&s=mGeQ_Cqjx8S8xioNgSR8DCw7F_mjd2Yc1OGnyem8Uk&e=

The February 2022 renderings of this building show a materials and colors similar to the proposed T. Wall building. The 131 W. Wilson design would be improved with recessed corner unit decks.

https://urldefense.proofpoint.com/v2/url?u=https-3A__urbanmilwaukee.com_wp-2Dcontent_gallery_historic-2Dthird-2Dward_333-2Dn-2Dwater-5F0.jpg&d=DwlFaQ&c=byefhD2ZumMFFQYPZBagUCDuBIM9Q9twmxaBM0hCgll&r=0UzTu72xaK1sH8uO_Wz9isRQEkaubtLNh5K_rf2p6Di4emueOMbNmZApNNZuH9&m=w5Kw7JVZSmX2CcJ_3i0W4g_MZOBPilaOza9C0ysFvGHk30-V_aWpxmLWEXcza59B&s=ih2jp75giVcajVUGOjuDY4JJuR0si3vYS4hMuBgbMa0&e=

The building should not be allowed to exceed the Capitol view guidelines due to its position on the Lake Monona shoreline and impact on long range views of Downtown Madison from the John Nolen causeway.

The renderings submitted by T. Wall show signage at the base of the parking structure along John Nolen Drive. The large Moment sign/logo should be removed by the Commission.

Additionally, the Commission should look closely at the size of the loading zone on the east side of the driveway. The minimum city requirement for such a space is 10' x 35'. It is hard to tell from the submitted plans, but it would appear that the indicated loading zone does not meet those specs. With the interior "moving delivery" area limited to U-Hauls by the height of the garage entrance, this exterior loading zone becomes more critical for handling larger moving vans. People moving into the two and three bedroom units will not arrive in small moving trucks.

The demolition schedule for the building presently on the 131 site has been pushed back. Therefore, the Commission should delay final approval until the design is improved. It is important to note that the neighborhood steering committee has not sent an endorsement of the project.

This project will have a unique place on Madison's skyline and future post card views of Downtown Madison. Demanding the best possible design now will make for a structure that will be a positive addition to the Madison skyline.

Stephen Smith

Sent from my iPad

December 13, 2022

Urban Design Commission
City of Madison

Re: 131 W. Wilson St.

UDC December 14, 2020 Agenda Item 6

UDC Commissioners,

The decks on the building are all projected. Even the east facing pair directly over the drive/entry area. These two decks seem jarring and not consistent with a friendly pedestrian entry space. An alternative would be to continue the continuous deck/patio from the east side of the building at this level across the north elevation and then incorporating the two east facing decks.

On a number of the architectural renderings the underside of the projected decks appears to be colored and the perimeter edge of the decks to be clad. (View From West Wilson Street, View of Top of Building, Exterior Metal Wall Panel and Windows sheets of the submittal) This suggests that the underside of the decks, and perhaps the vertical face, will be painted or otherwise clad. The Exterior Materials submittal sheet does not specify the materials for these locations. If the deck edges and underside are raw concrete the completed building would look much different than the submittal renderings. It would be prudent to clarify whether the renderings properly convey the intent of the development team. The colored underside blends more smoothly with the other claddings and the perimeter edge cladding flows well with the metal panels. Raw concrete for either is not appropriate for this high profile location.

It appears that the loading zone to the east of the entry drive shown on the First Floor Plan is not of sufficient size to accommodate trash trucks or other large delivery vehicles. The proposal is required to provide a loading area with a minimum size of 10' x 35'. The plan does not note specific measurements. The overhead door at the loading area is noted elsewhere to be 8'-0" wide. Using this as a guide the loading area looks undersized. This could result in blocking of the driveway creating other access issues. Admittedly, the size of a loading zone is more of a Plan Commission review issue. But if the proposal misses this requirement in such a prominent locations significant changes to the entry appearance and pedestrian experience could result. This will also impact available space and locations for landscaping along the street façade.

The applicant has also requested the City to provide an extended on street loading zone. (Shown on Sheet L1.) None of the plan sheets show the configuration of this block of W. Wilson

St. which is part of a City reconstruction scheduled for 2023. The reconstruction includes a two way cycle track and separate sidewalk along the south side of the block. The new configurations will significantly impact the usefulness of any on street loading zone. This makes providing an adequately sized on site loading zone even more important.

The First Floor plan notes a location within the parking garage for "Moving Trucks". When queried at a Bassett Neighborhood meeting about the height of the overhead door to the garage the representative indicated the door would be 9'-0" high. The smallest moving truck from U-Haul, noted as sufficient for a studio or one bedroom apartment, has a minimum clearance requirement of 9'-0". This might make it thru the door. The next larger truck for a two bedroom apartment has a clearance requirement of 11'-0". With a floor to floor height of 11'-0" from the 1st to the 2nd floor clearly only the smallest 'Moving Trucks' will make it into the garage.

With a total of 263 apartments and limited on street parking of any sort, this proposal clearly needs at least the minimum required loading zone to adequately support move in/ move out, deliveries, and trash removal. This could result in significant changes to the to the entry area along Wilson St. and should be fully considered prior to any UDC approvals.

Thank you for your consideration,

Peter Ostlind
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Madison, WI