

October 14, 2009

Mr. Brad Murphy
Director of Planning
Department of Planning & Development
City of Madison
215 Martin Luther King Jr. Blvd
PO Box 2985
Madison, Wisconsin 53701

Re: Letter of Intent
Rezoning from C2HIS and LR6H to GDP
129 W. Gorham Street
Madison, Wisconsin

Dear Mr. Murphy:

The following is submitted together with the plans, application and zoning text for staff, Plan Commission and Common Council consideration of approval.

Organizational Structure:

Owner:	Holy Redeemer Church 120 W. Johnson Street Madison, WI 53703	Architect:	Knothe & Bruce Architects, LLC 7601 University Avenue, Ste 201 Middleton, WI 53562 608-836-3690 608-836-6934 fax Contact: J. Randy Bruce rbruce@knothebruce.com
Owner's Rep:	Mark Landgraf Landgraf Construction 5964 Executive Drive Madison, WI 53719 608-274-4700 mark.landgraf@landgrafconstruction.com	Landscape Design:	Paul Skidmore, Landscape Architect, LLC 13 Red Maple Trail Madison, WI 53717 (608) 826-0032 paulskidmore@tds.net
Developer:	Gorham Silverstone Partners, LLC 7447 University Avenue, Suite 210 Middleton, WI 53562 608-824-2291 Contact: Tom Sather sather@silverstonepartners.com		
Engineer:	D'Onofrio, Kottke and Associates 7530 Westward Way Madison, WI 53717 608-833-7530 608-833-1089 fax Contact: Dan Day dday@donofrio.cc		

7601 University Ave, Ste 201
Middleton, Wisconsin 53562
p (608)836-3690
f (608)836-6934
www.knothebruce.com

Introduction:

The proposed site is located on West Gorham Street between North Henry Street and North Carroll Street. It is a part of the Holy Redeemer Church site which includes the church, school and parish house. The site is currently used as a surface parking lot for commuters during the week and parishioners during services.

The new building will provide new workforce housing for parishioners of Holy Redeemer as well as other families that work in the immediate neighborhood. Ownership of the land will remain with the Holy Redeemer Church. The developer will lease the land, develop the project and own and operate the building. At the end of 30 years the project ownership will revert back to the Holy Redeemer Church.

This PUD-GDP is being submitted as the first step in the development approval process. The proposed project will be developed for moderate income residents under the Section 42 tax-credit program. Application for the tax-credits will be made to WHEDA in January and the tax-credit awards should be made in April, 2010. If the tax-credits are awarded then a PUD-SIP will be submitted in June, 2010, with construction scheduled for late Fall of 2010.

Mansion Hill Historic District:

The site is within the Mansion Hill Historic District and is adjacent to the State Street Strategic Plan area and both plans were referenced when designing the project. Residential development that provides high quality housing choices for long-term renters is recommended in the Mansion Hill Historic District. Buildings should be limited to 50 feet in height and preserve the historic character of the district. We believe that the proposed development meets those goals of the Mansion Hill District.

The adjacent State Street Strategic Plan recommends a step-back at the fourth floor for buildings greater than four stories in height. The proposed building incorporates such a step-back reducing the scale of the building along Gorham Street.

Generally, the proposed project can meet many positive development objectives:

- Environmentally sound development practices.
- Higher density housing along transit corridors and in a pedestrian oriented neighborhood.
- New workforce housing in the center city.
- A redevelopment that supports neighborhood area businesses and retailers.
- Removal of a surface parking lot with buildings placed in close proximity and close to the street.

Project Description:

The development proposes a 46-unit apartment building with parking for 33 cars located underground. The building is 4 stories in height along Gorham Street before stepping up to 5 stories in height toward the back of the site. The building is designed to fit within the architectural fabric of the neighborhood and the exterior architecture of the new building will be complementary to the adjacent church and school. The building creates a pedestrian oriented streetscape and the main building entrance as well as individual entry porches will connect the building to the street.

The existing Gorham Street driveway will provide vehicular access to the building and the adjacent Holy Redeemer Church and school building. The building will be replacing approximately 41 surface parking stalls. Alternative parking arrangements for Holy Redeemer will be provided in the City parking ramp across Johnson Street. Parking for residents of the new apartments will be provided under the building. Bicycle parking will be provided both underground and on surface to accommodate the needs of the public and residents.

Site Development Data:

Densities:

Lot Area	17,424 sf
Acres	0.4
Dwelling Units	46 units
Lot Area/D.U.	378.8 s.f./unit
Density	115 units/acre

Dwelling Unit Mix:

One-Bedroom	6
Two-Bedroom	26
Three-Bedroom	14
Total dwelling Units	46

Building Heights: 5 Stories

Floor Area:

Gross Floor Area 48,974 s.f.
(Excludes Underground parking)

Floor Area Ratio: 2.81

Vehicle Parking Stalls

Surface	
Underground	33
Total	33
Ratio	0.72 stalls/unit

Bicycle Parking Stalls

Surface	29
Underground	17
Total	46

Loading:

One off-street loading zone will be provided for this project located in the drive aisle.

Project Schedule:

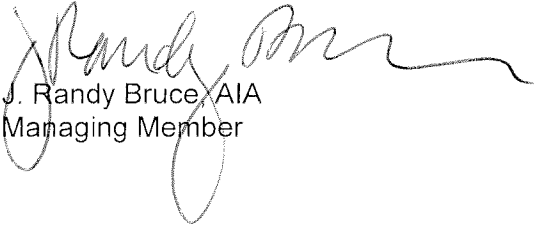
It is currently anticipated that construction will begin in fall of 2010 with construction for the entire project completed within twelve months. The scheduled start date may vary depending on financial and market conditions.

Social & Economic Impacts:

This development will have a positive social and economic impact. It meets the goals of "Smart Growth" and will substantially increase the city tax base on an infill site with minimal increased cost to the City. The proposed development will provide high-quality workforce housing in a location that will minimize automobile traffic.

Thank you for your time in reviewing our proposal.

Very Truly Yours,



J. Randy Bruce, AIA
Managing Member

SHEET INDEX:

SITE	
C-1.1	SITE PLAN
C-1.2	FIRE DEPT ACCESS PLAN
C-2.1	GRADING PLAN
C-3.1	UTILITY PLAN
L-4.1	LANDSCAPE PLAN

ARCHITECTURAL	
1.	BASEMENT PLAN
2.	FIRST FLOOR PLAN
3.	SECOND-FOURTH FLOOR PLANS
4.	FIFTH FLOOR PLAN
5.	ELEVATIONS

SITE DEVELOPMENT DATA:

DENSITIES:	
LOT AREA	17,424 Sq.Ft. / 0.4 ACRE
DWELLING UNITS	46 UNITS
LOT AREA / D.U.	378.8 Sq.Ft. / UNIT
DENSITY	115 UNITS / ACRE

DWELLING UNIT MIX:	
ONE BEDROOM	6
TWO BEDROOM	26
THREE BEDROOM	14
TOTAL	46

BUILDING HEIGHT:	
	5 STORIES (50' HIGH)

FLOOR AREA:	
Gross Floor Area	48,914 S.F.
(Excludes Underground parking)	
FLOOR AREA RATIO =	2.81

VEHICLE PARKING STALLS:	
SURFACE	0
UNDERGROUND	33
TOTAL	33
RATIO	0.72 STALLS / UNIT

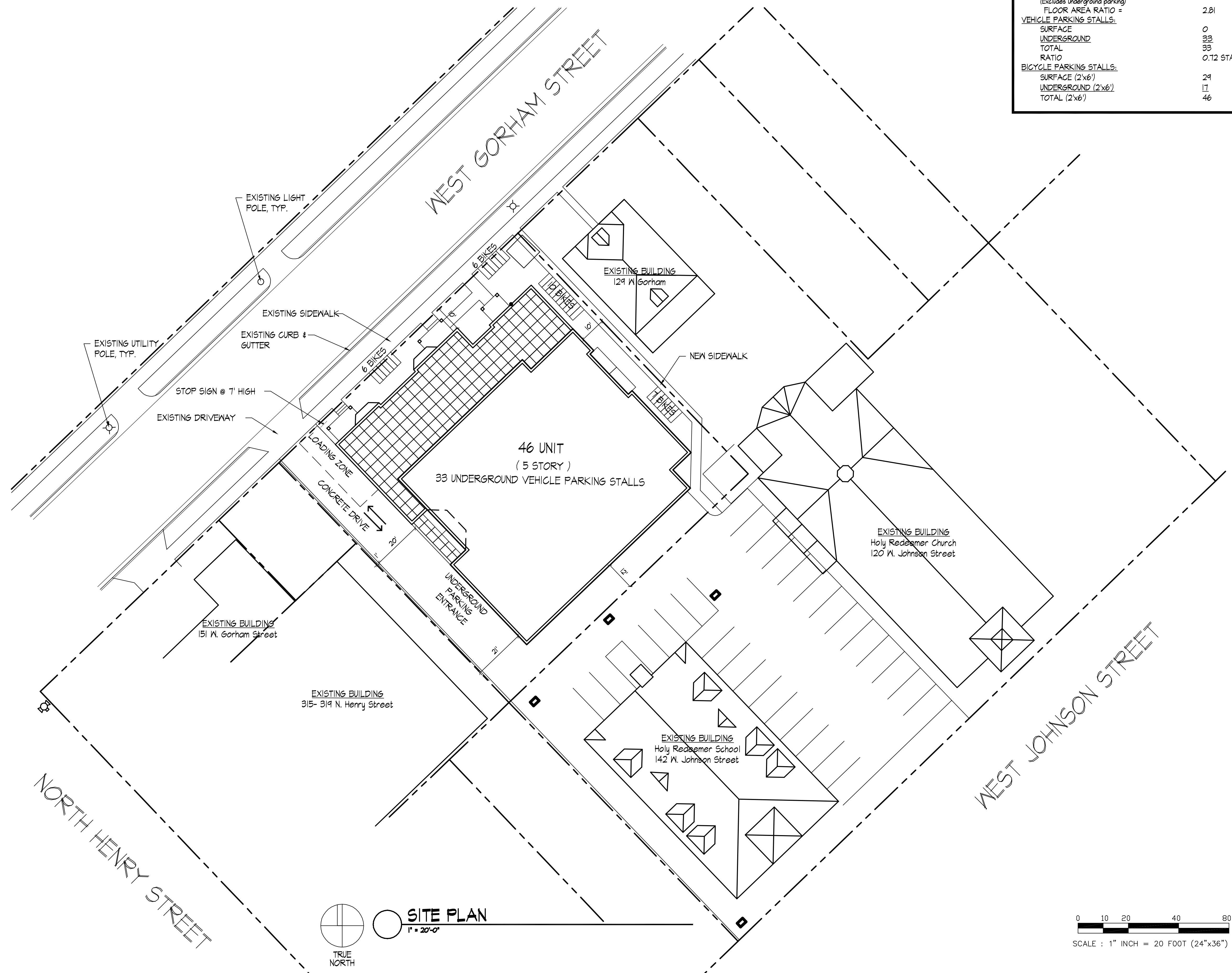
BICYCLE PARKING STALLS:	
SURFACE (2'x6')	24
UNDERGROUND (2'x6')	17
TOTAL (2'x6')	46

Notes

1. A SIDE WALK WITH A PITCH GREATER THAN 1:20 IS A RAMP. THE MAXIMUM PITCH OF ANY RAMP OR WALK SHALL BE 1:12. RAMPS OVERCOMING MORE THAN 6" CHANGE IN ELEVATION TO HAVE HANDRAILS ON BOTH SIDES.
2. ALL DRIVENWAYS, CURB ADJACENT TO DRIVENWAYS, AND SIDEWALK CONSTRUCTION WITHIN THE PUBLIC RIGHT-OF-WAY, SHALL BE COMPLETED IN ACCORDANCE WITH CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION BY A CONTRACTOR CURRENTLY LICENSED BY THE CITY.
3. ALL NEW DRIVES TO BE CONSTRUCTED WITH CLASS III APPROACHES IN ACCORDANCE WITH MADISON GENERAL ORDINANCE SECTION 10.08(4)
4. ALL TRASH AND RECYCLING TO BE COLLECTED IN TRASH ROOMS IN THE BUILDING BASEMENTS.
5. SEE SITE GRADING AND UTILITY PLANS FOR ADDITIONAL INFORMATION.
6. COMM 62.0500(11)-REQUIRED FIRE LANES SHALL BE PROVIDED PRIOR TO THE PLACEMENT OF COMBUSTIBLE MATERIALS AT THE BUILDING SITE, OR THE CONSTRUCTION OF ANY PORTION OF A BUILDING ABOVE THE FOOTING AND FOUNDATION.
7. ALL WORK IN THE RIGHT OF WAY SHALL BE PERFORMED BY A CITY LICENSED CONTRACTOR.
8. BIKE STALLS TO BE IN ACCORDANCE TO MADISON GENERAL ORDINANCE 28.11, (SEE SUBSECTIONS (3)(a) AND (3)(12a)). BIKE RACKS SHALL BE SINGLE POLE "CLASSIC BOLLARD" STYLE BY MADROX OR EQUIVALENT.
9. ALL SIDEWALK, CURB, AND GUTTER ABUTTING THE PROPERTY WHICH IS DAMAGED DURING CONSTRUCTION OR THAT THE CITY ENGINEER DETERMINES TO BE NECESSARY SHALL BE REPLACED.

Revisions

- GDP Submittal - October 14, 2009
UDC Initial Submittal - October 14, 2009
Landmarks Submittal - October 20, 2009



Project Title

129 W. Gorham Street
Drawing Title
Site Plan

Project No.

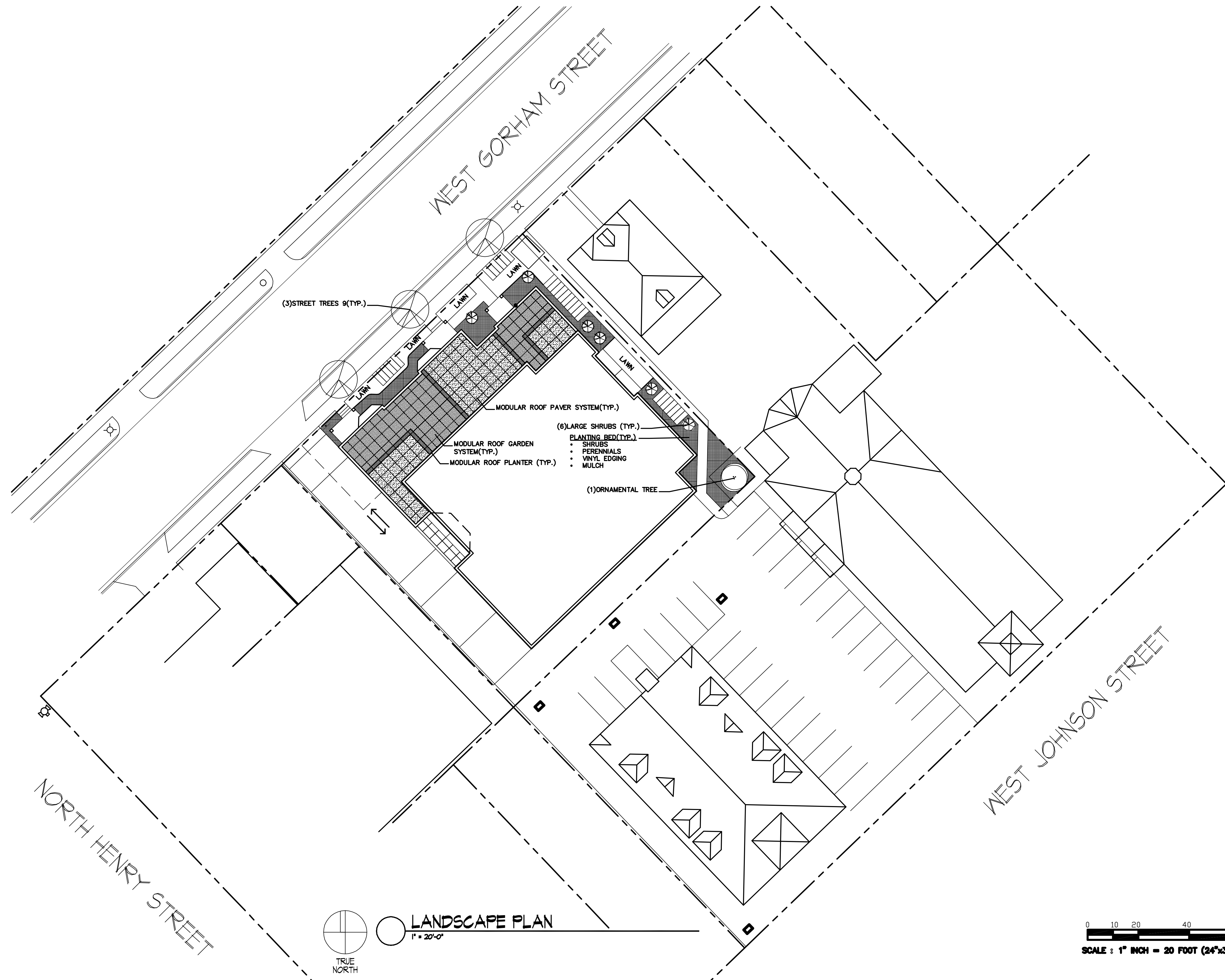
0921

Drawing No.

C-1.1

Consultant

Notes



Revisions

GDP Submittal - October 14, 2009
UDC Initial Submittal - October 14, 2009
Landmarks Submittal - October 20, 2009

Project Title

129 W. Gorham Street
Drawing Title
Landscape Plan

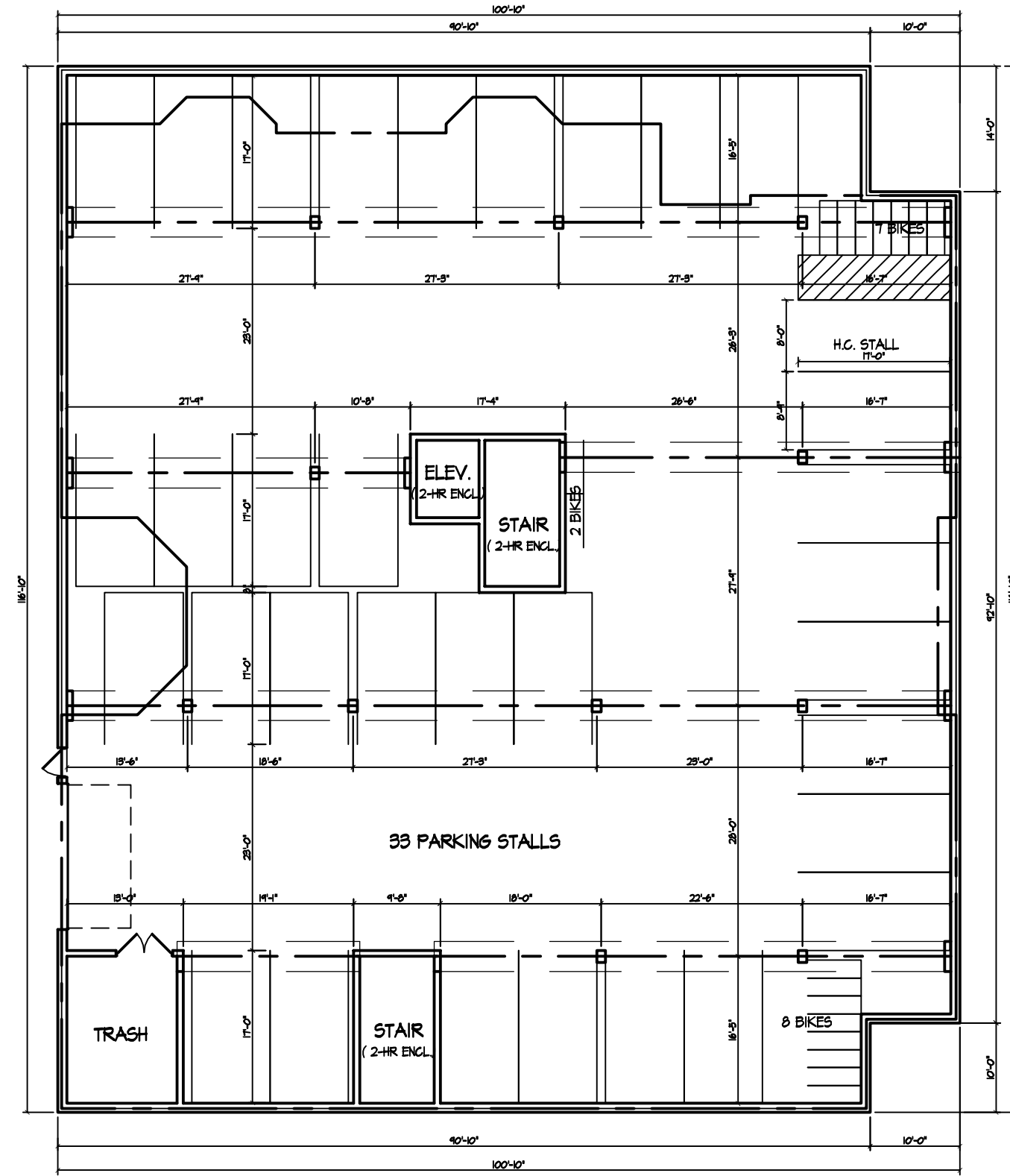
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0921

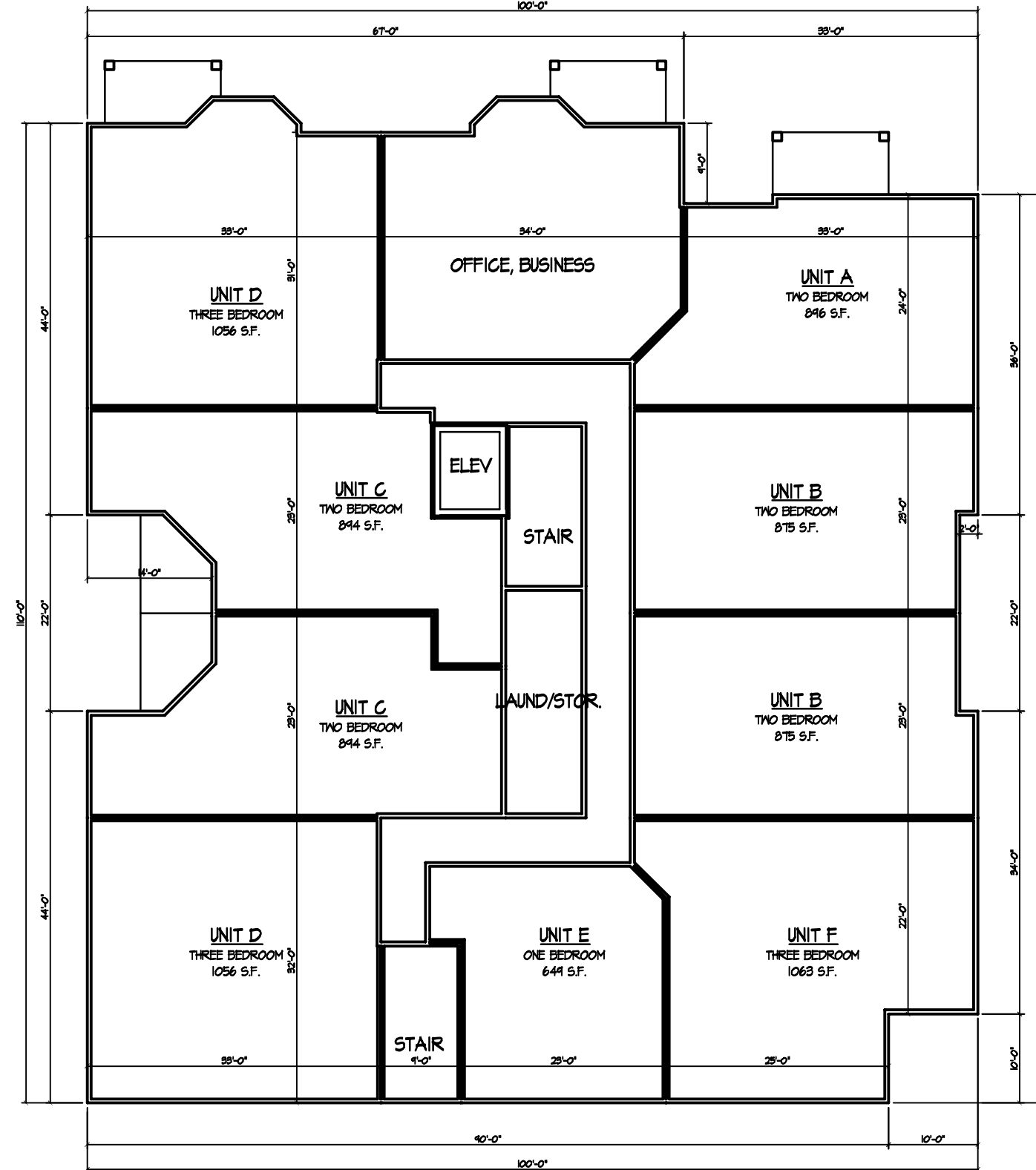
Drawing No.

L-4.1

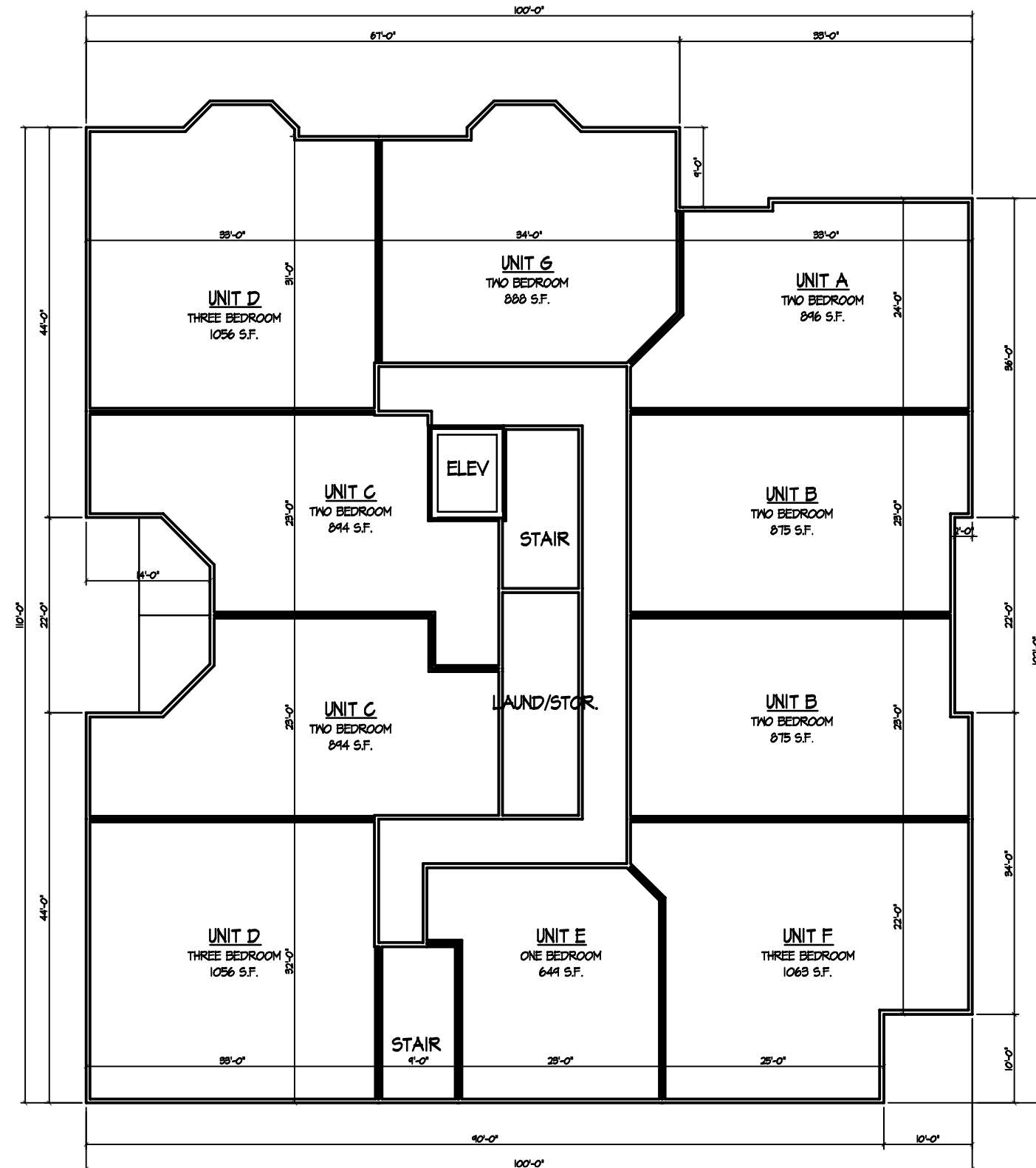
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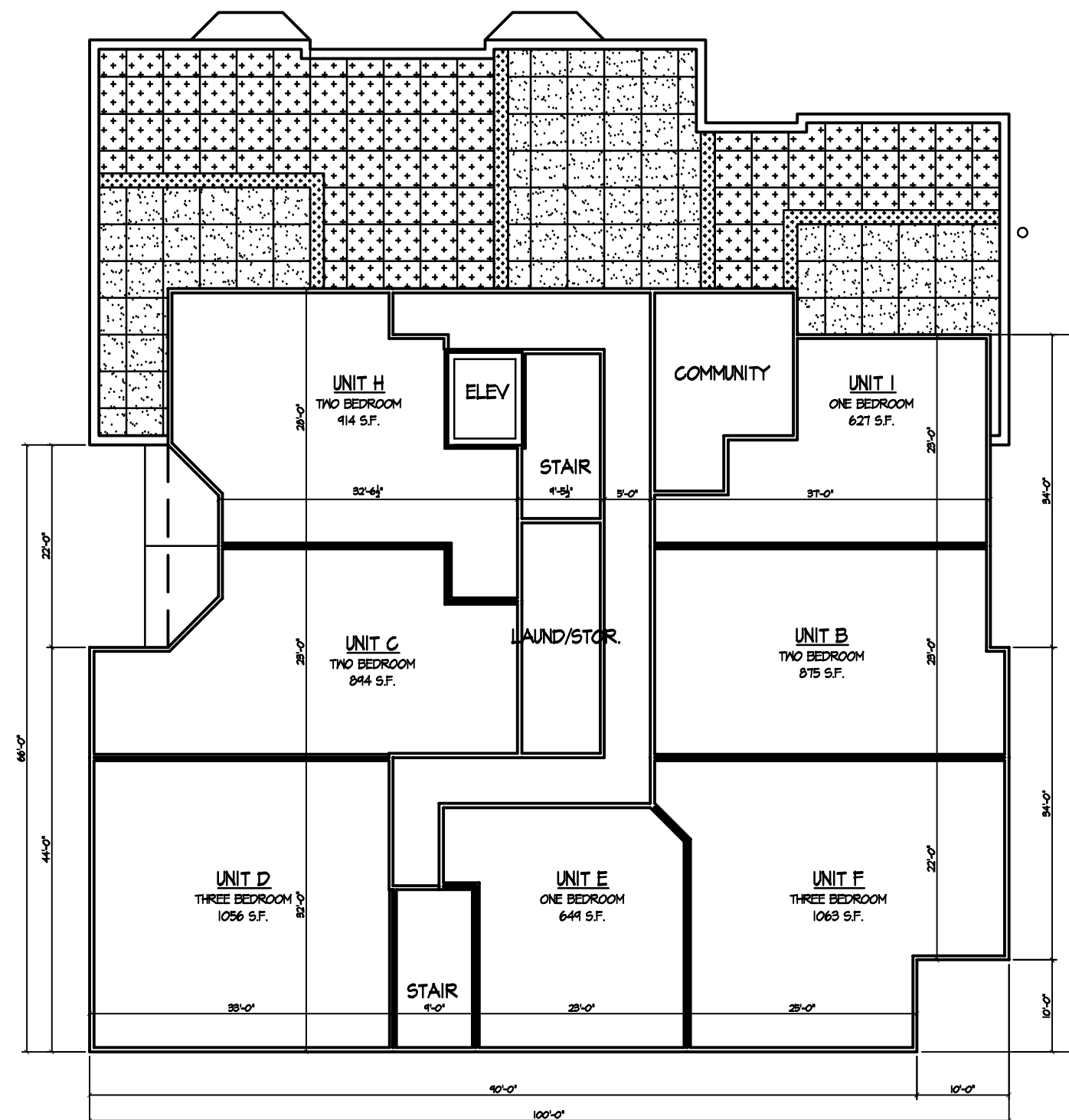
BASEMENT FLOOR PLAN
1/16" = 1'-0"



FIRST FLOOR PLAN
1/16" = 1'-0"



SECOND - FOURTH FLOOR PLAN
1/16" = 1'-0"



FIFTH FLOOR PLAN
1/16" = 1'-0"

Consultant

Notes



ELEVATION ALONG GORHAM STREET
1/8" = 1'-0"



SIDE ELEVATION
1/8" = 1'-0"

Revisions
GDP Submittal - October 14, 2009

Project Title
Apartments

129 W. Gorham Street
Drawing Title
Elevations

Project No. Drawing No.
0921 2

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129 W. Gorham Redevelopment

Buildings along Westerly side of W. Johnson Street



156 W. Johnson & Parking lot at 1152 & 146 W. Johnson



Side of 142 W. Johnson



142 W. Johnson



120 W. Johnson (Holy Redeemer)

Buildings along Easterly side of Gorham Street



129 W. Gorham



129 W. Gorham and existing parking lot



Extg Parking (Proposed Building Area)



151 W. Gorham Street

129 W. Gorham Redevelopment

Buildings along Westerly side of Gorham Street



150 W. Gorham



146



140



138 & 134



120

129 W. Gorham Redevelopment