

Rolfs, Daniel

From: Taylor Brengel [taylor@twallenterprises.com]
Sent: Monday, March 25, 2013 11:58 AM
To: Rolfs, Daniel
Cc: Tyler Warner; Kirk Keller
Subject: 800 E Wash - Initial Review Comments

Dan,

I hope you had a great weekend.

Our team recently reviewed the "Initial Review Comments- March 19, 2013" that was given out at Thursday night's meeting and we noticed some errors based on the RFP Response we submitted to the City.

Who might we contact to correct these errors in the comparison sheet/Initial Review Comment Sheet?
Specifically, our concerns are listed below:

All of the items listed below are a part of our initial February 15, 2013 proposal. Some items are noted in the proposal drawings. Some items are noted in text and some are inferred. Our architect, Kirk Keller, would be glad to provide complete information to any design guideline the City staff has a question on as we are certain this is a challenge to gather information out of three different proposal documents.

1. Mix of Uses and Density
 - A FAR ratio traditionally includes above grade space. With an extensive amount of below grade parking, our proposal locates multiple mechanical rooms, storage areas and support spaces in these areas. If these elements were located above grade, as other proposals are doing, the FAR ratio for this development is actually about 1.7 or greater.
 - Buildings are a mix of three, four and five stories in design.
2. Streetscape & Pedestrian Design
 - Street trees and landscaping will be provided to meet, or exceed, all City guidelines. Ken Saiki Design is retained as the Landscape Architect of for this project. Ken and his firm are well experienced with providing great design solutions for urban environments.
3. Commercial/Retail Approach and Residential Notes
 - The "At Grade Site Plan" included in the initial proposal identifies retail space along almost all of East Washington. This area also includes the outdoor plaza/dining area located along East Washington. Some modest scale retail faces just the interior court.
4. Open Space & Community Amenities
 - The retail Plaza area located adjacent to the Fresh Madison Market is almost 5,000 SF of activity space. This space is approximately ½ under cover to allow use of the area even on marginal weather days. This design is shown on the proposal rendering titled "Entry from East Washington to Market and Terrace".
 - The Community meeting room is provided above the enclosed loading dock area. This large space is on the second level and is accessed from East Mifflin.
5. Access, Circulation & Parking
 - Technical review indicates that below grade parking will not be problematic. The water table rise is seasonal and established technologies will be used to maintain the building integrity and keep a majority of vehicles in conditioned space and out of view.
 - Four curb cuts are indicated on the "At Grade Site Plan" rather than the five indicated in the City report.

- The service and loading area for Fresh Madison Market is accessed from East Washington Avenue. Traffic is then routed back to East Washington. All turning radiuses accommodate this design approach. The main large vehicle loading dock is screened from East Mifflin by the two story enclosed loading dock which includes the Community Room above. The loading dock is further separated from the parking by a full height screening wall. Smaller service vehicles are completely screened by a drive-in dock that also serves as the staging area for trash and recycled materials.
- 6. Compliance with City & Neighborhood Plans, and Urban Design District 8
 - The fourth story of the apartments along East Mifflin meet the City set back requirements. The building is set back ten feet from the property line. Fourth floor units are shown set back. One covered patio and roof project require updating in the “ East Mifflin Apartment And Gardens” view. Supporting diagrams used for the public presentation show set back being met.
 - Per note five above, major truck traffic is not planned to access East Mifflin Street. Neighborhood vehicle, bike and pedestrian access is encouraged.

We are certain all of our design elements can be coordinated to meet all City requirements to create a great project for the Tenney/Lapham neighborhoods, and the City of Madison.

Thank you for your time and all of your assistance Dan. Have a great day.

Best,
Taylor

F. Taylor Brengel, J.D.

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