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September 25, 2008, October 22, 2008, November 12, 2008, **December 10, 2008**

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

RE: Letter of Intent
Lot 87, Midtown Commons Plat
Madison, WI
SIP Submittal

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: L87, LLC
c/o Community By Design, Inc.
625 North Segoe Road
Madison, WI 53705
608.310.8133
Contact: Karyl Rice
rice@mailbag.com

Architect:
the **ARCHITECTS** Ltd
701 Ridge St.
Madison, WI 53705
Contact: Steve Rice
steve@thearchitectsltd.com

Engineer: Calkins Engineering LLC
David Glusick
5010 Voges Rd
Madison, WI 53718.
838-0444/ fax 838-0445
dglusick@calkinsengineering.com

Landscape Design: Kittleson Landscape, Inc.
Kirk Zimpel
10486 CTH ID
Blue Mounds, WI
437-8845
kzimpel@mhtc.net

Introduction and Project Description:

Midtown Commons is a 79-acre development on the north side of Midtown Road east of Highway M on the City's far west side. The development has been designed to create a Town Center within the larger Highpoint/Raymond neighborhood plan. A mix of uses and densities was planned including retail and office, residential, civic and institutional uses, parking and dedicated parkland. A PUD-GDP for this particular site was previously approved, which provided for a range of potential institutional type uses, including a daycare.

The proposed day care facility will be a one-story building containing approximately 10,650 s.f. The daycare will be operated by Prairie Life Learning Center, Lake Mills Wisconsin. The wood frame building, designed to blend into the existing neighborhood character, will care for not more than 163 children.

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Site Development Data

The previous SIP submittal for the neighboring housing units can be reviewed in the April 2, 2008 Letter of Intent. To refine the suggested Daycare Center, we submit a site plan of 63,227 square feet which contains the following.

- The parking consists of **24** stalls for staff and **21** for parent/visitors. One parking stall per 190 sqft of building approximately. Lot coverage with building and parking is 45 percent.
- Space for **twenty** bikes has been designated for the occupants use for a ratio of .8 stall per staff.
- A playground with **significant** mulch areas and the balance of sod is provided at 9,350 sq ft.
- A retention basin shown on the grading plan will assist in keeping silt and chemical runoff from entering the storm system and consequentially the lakes.

Site and Building Architecture

The surrounding residential buildings are a combination of 2 and 3 story simulated stone and vinyl siding. This infill project aims, with its siding and low asphalt roof, for a more single family residential feel to assuage small fears. With the larger overhangs, cementitious siding and face brick, Prairie Life aspires to be the neighborhood institution. The light from the upper windows over the central space will serve as a beacon and a location element as well as a daylighting feature.

Project Schedule

The developer intends to start construction in October or November of this year and complete the project by June of 2009.

Social and Economic Impact:

The construction of a daycare will have a positive social and economic impact. There is a high demand for a quality daycare in this booming area.

Hours of operation will be from **6am to 6pm**

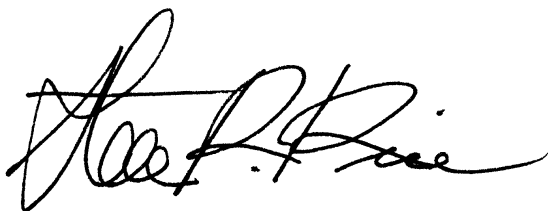
Hours of operation of the outdoor **playground** are from **8am to 5pm**

Peak times for **drop off / pickup** will be approximately **6am to 9am / 11am to 1pm / 3pm to 6pm**

In operating similar sized facilities for years, the Operator has rarely witnessed 20 cars present at one time.

Please review the attached proposal and contact me with and questions or comments.

Respectfully,
theARCHITECTS Ltd



Steven R. Rice
architect.ceo

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Response to committees 10/22 comments:

The **signage** on the south side of the building is **withdrawn** pending an application for signage.
A cross section through the site will be presented at that time

Planting has been **increased** and more **native species** have been included, including playground shading. A bio retention basin will be planted at the North of the site. **Spreading Euonymus, a hardy ground cover, will be utilized under trees in the islands. 11/19/08**

Vinyl siding has been change to **cementitious siding**.

Additional windows have been added to some classrooms and others have been moved to obtain **cross ventilation**.

Concrete **paving areas** will be provided for handicapped students in the **playground**.

~~An **access from the park** to the Daycare's sidewalk has been developed at the SE corner of the site. **Rotating the building** toward the park, conflicted with the pedestrian and drop off access.~~

The SE parking against the curb has been made a **drop off area** and stalls widened to 10', the staff parking moved across the drive. The **sidewalk widths** have been increases to 7' to accommodate vehicle overhangs.

The 10 **bike racks** for twenty bikes will be "Sentry" model by Madrax.

~~The City Parks Department is contemplating our request to do some grading on their property to mitigate some of the issues caused by the stone wall and some misplaced utilities.~~

Parking lot **tree islands** have been added per the requirements. The parking total has been reduced to **47** as a result.

~~**Angular parking** was investigated and restricted the owner desired number of stalls and may have caused cars to circle the block until a stall opened up.~~

The **pedestrian access** from the NE has been made shorter and clearer by moving the walks on either side of the drive.

Response to the committees comments - second visit: Nov 12, 2008

The **bike parking** area has been redesigned to accommodate trailers and meets the committee's suggestion on North to South dimension.

The **stall sizes** have been modified to reflect the vehicle overhang and the walk width.

The **small sod triangles** East of the building and next to the walk have been eliminated.

A **grade change** in the playground area (bump) has been accommodated with consideration for drainage and the Owners expressed safety concerns.

The suggested future **handicapped access** to the future park was not furthered at a meeting with the Parks

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Department staff. Park access is possible by using existing city street sidewalks. A 5' wide walk can be built along the west property line if and when development in the park warrants it. 11/19/08

Response to City Staff Comments

- 1) More screening has been added per the discussion
- 2) The dumpster enclosure has been included, using materials from the building
- 3) Access to shared driveways will remain open for residents of buildings on adjacent properties throughout the duration of the construction process.
- 4) The Daycare building will assume liability for repairing any damage to adjacent properties that occurs during the construction process.
- 5) The applicant ~~shall~~ **has installed** sidewalk from Starr Grass Drive to Mansion Hill Avenue.
- 6) The applicant ~~shall~~ **has relocated** the proposed crossing of the parking lot to accommodate for loading area not to end the crosswalk in a parking space. In addition, the applicant ~~shall~~ **has installed** ramps and crosswalks for the sidewalk walk connection between Starr Grass Drive and Mansion Hill Avenue.
- 7) A "Stop" sign shall be installed at a height of seven (7) feet at all driveway approaches
- 8) A parking stall has been eliminated at the dead ends

Response to Neighbors from 2 meetings

1. Protection of an existing retaining wall belong to the building to the East will be provided as well as a 3' fence. Add evergreen landscape screening at the same line
- 2) All snow plowing on shared easement property will be accomplished and paid for by the Daycare building
- 3) We have agreed, at our expense, to relocate the mailboxes for building "88" at a location of their choice on their property.
- 4) Add striping in the crosswalk across both drive accesses