# JUDGE DOYLE SQUARE - BLOCKS 88 AND 105
# SUPPLEMENTAL DRAWING PACKAGE SUBMITTAL

CITY OF MADISON - UNDERGROUND PARKING FACILITY BLOCK 88
BEITLER REAL ESTATE SERVICES LLC - PRIVATE DEVELOPMENT BLOCKS 88 AND 105

REVISED MARCH 22, 2017

## LETTER OF INTENT

The following document outlines the Submittal of the Judge Doyle Square Block 88 - City of Madison Parking Facility, and Judge Doyle Square Block 105 - Private Hotel Development - Private Apartment Development.

For the development of Block 88, the City of Madison is working with Lothan Van Hook DeStefano Architecture to design a new approximately 560 car public parking facility, four levels below grade. The development of Block 88, above the parking facility, is programmed for an apartment building of approximately 148 units on ten floors with a minimum of 144 associated resident parking spaces above grade. The above grade residential development will be privately constructed.

Block 105 will be divided into two parcels. The West parcel will be a hotel of 253 keys with 100 parking spaces below grade. The East parcel will be a second apartment building of 204 units and 209 below grade parking spaces.

It is our intent to issue 100% completed construction documents for the **public** portion of the projects for bidding in July of this year, 2017. Construction would start by or before October of this year and completed by November of 2018. It is our intent to start construction of the private develops in the fall of 2018 and complete them late 2019 and 2022.

See section 1-03 for existing conditions information and photographs

## PROJECT TEAM INFORMATION

**Project Name**
Judge Doyle Square - Block 88 & Block 105

**Applicant**
Beitler Real Estate Services LLC
980 North Michigan Avenue, Suite 1225
Chicago, Illinois 60611
Phone: (312) 768-7000
Paul Beitler
pbeitler@beitlerre.com

**Hours of Operation** (anticipated)
Public Parking – (24) hours a day
Bicycle Center – (an operator has yet to be defined)
Commercial – (The commercial use has yet to be defined. A separate application will be submitted by a future commercial use tenant.)
Residential - (24) hours a day

**Design Team**

*Architects*
Lothan Van Hook DeStefano Architecture LLC
57 West Grand Avenue, Suite 300
Chicago, Illinois 60654
Phone: (312) 765-7319
Mary Ann Van Hook
mavanhook@lvdarchitecture.com

Associate *Architect*
InSite Consulting Architects
115 East Main Street, Suite 200
Madison, Wisconsin 53703
Phone: (800) 453-8086
Stephen Mar-Pohl
steve@icsarc.com

*Structural Engineer*
Halvorson and Partners
600 West Chicago Avenue, Suite 650
Chicago, IL 60654
Phone: (312) 274-2402
Robert Halvorson
rhalvorson@hpse.com

*Civil Engineer/ Security Consultant*
Mead & Hunt, Inc.
2440 Deming Way
Middleton, Wisconsin 53562
Phone: (608) 443-0589
David Way
david.way@meadhunt.com

*Mechanical/ Electrical/ Plumbing/ Fire Protection Engineers*
Affiliated Engineers
5802 Research Park Boulevard
Madison, Wisconsin 53719
Phone: (608) 209-6370
Scott Easton
seaston@aeieng.com

*Parking Consultant*
Walker Parking Consultants
505 Davis Road
Elgin, Illinois 60123
Phone: (847) 697-2640
Tom Hannula
tom.hannula@walkerparking.com

*Landscape Architect*
Wolff Landscape Architecture
307 North Michigan Avenue, Suite 601
Chicago, Illinois 60601
Phone: (312) 663-5494
Ted Wolff
twolff@wolfflandscape.com

*Cost Consultant*
Evans Construction/Consulting, LLC.
200 East Ohio Street, Suite 301
Chicago, Illinois 60611
Phone: (312) 464-7099

*Elevator Consultant*
HH Angus & Associates
405 North Wabash Avenue, Suite 806
Chicago, Illinois 60611
Phone: (312) 527-5552
Stuart Wright
stuart.wright@hhangus.com

## PROJECT AREA AND VALUES SUMMARY

**BLOCK 88**

| | | |
|---|---|---|
| Total Building Square Footage: (GSF) | | 478,853 square feet |
| Proposed Uses: | | |
| Retail: | | 8,070 square feet |
| Bicycle Center: | | 3,994 square feet |
| Public Parking: | | 240,270 square feet |
| Residential Parking: | | 75,619 square feet |
| Residential: | | 150,900 square feet |
| Public Parking: | | |
| Automobile: | Required: | 560 stalls |
| | Supplied: | 561 stalls |
| Bicycle: | Required: | 20 spaces |
| | Supplied: | 30 spaces |
| Residential Parking: | | |
| Automobile: | Required: | 0 stalls |
| | Supplied: | 144 stalls |
| Bicycle: | Required: | 148 residential stalls |
| | | 15 guest stalls |
| | Supplied: | 148 residential stalls |
| | | 15 guest stalls |
| Loading: | Required: | None |
| | Supplied: | One space @ 10' x 50' |
| Useable Open Space: | | |
| | Required: | 0 |
| 5th Floor Outdoor Area: | | |
| | Supplied: | 8,024 square feet |

**BLOCK 105**

| | | |
|---|---|---|
| Total Building Square Footage: (GSF) | | 593,860 square feet |
| Proposed Uses: | | |
| Retail: | | 1,130 square feet |
| Hotel: | | 224,335 square feet |
| Hotel Parking: | | 41,570 square feet |
| Residential Parking: | | 95,300 square feet |
| Residential: | | 231,525 square feet |
| Hotel Parking: | | |
| Automobile: | Required: | 0 stalls |
| | Supplied: | 100 stalls |
| Bicycle: | Required: | 25 spaces |
| | Supplied: | 25 spaces |
| Residential Parking: | | |
| Automobile: | Required: | 0 stalls |
| | Supplied: | 209 stalls |
| Bicycle: | Required: | 204 residential stalls |
| | | 20 guest stalls |
| | Supplied: | 204 residential stalls |
| | | 20 guest stalls |
| Loading: | Required: | 2 off-street loading docks (Hotel) |
| | Supplied: | Two spaces @ 10' x 50' |
| Useable Open Space: | | |
| | Required: | 0 SF |
| | Supplied: | 0 SF |

**Block 88 – Public Parking Project:**
- Value of Land
  - $7 mil. (approx.)
- Estimated Project Cost
  - $40 mil. (approx.)
- Number of Construction & Full-time Equivalent Jobs Created
  - Construction (200) approx.
  - Full-time Equiv. (5) approx.
- Public Subsidies Requested
  - None requested

**Block 88 – Private Residential Project:**
- Value of Land
  - $7 mil. (approx.)
- Estimated Project Cost
  - $33 mil. (approx.)
- Number of Construction & Full-time Equivalent Jobs Created
  - Construction (400) approx.
  - Full-time Equiv. (25) approx.
- Public Subsidies Requested
  - $0 mil.

**Block 105 – Private Hotel and Residential Project:**
- Value of Land
  - $7 mil. (approx.)
- Estimated Project Cost

RESIDENTIAL
  - $47 mil. (approx.)

HOSPITALITY
  - $60 mil. (approx.)
- Number of Construction & Full-time Equivalent Jobs Created
  - Construction (600) approx.
  - Full-time Equiv. (175) approx.
- Public Subsidies Requested
  - $0 mil.

## COMBINED SUBMITTAL

Capital Neighborhoods
Landmarks Commission
Urban Design Commission

## EXISTING CONDITIONS

**Address/Existing Use**
Blocks 88 and 105 of Downtown Madison. Presently, Block 88 is a paved surface parking lot and a portion of the existing Madison Municipal Building. This portion of the building will be razed prior to start of construction of the proposed public parking structure. Block 105 is an existing municipal parking garage. This building will be razed prior to start of construction of the proposed private development.

**Parcel Identification Numbers**:

| | |
|---|---|
| TID District: | 25 |
| Neighborhood Name: | Capital Neighborhoods |
| Neighborhood Assocation Contact: | Jeff Vercauteren<br>PO Box 2613<br>Madison, WIsconsin 53701<br>Phone: (608) 445-9384<br>president@capitalneighborhoods.org |
| Lot Area: | Block 88: 38,553 sf<br>Block 105: 52,448 sf |
| Existing Zoning: | DC - Downtown Core District |
| Downtown Plan: | Madison Downtown Plan |
| Project Schedule: | Parking Facility - Anticipated completion December 2018 |

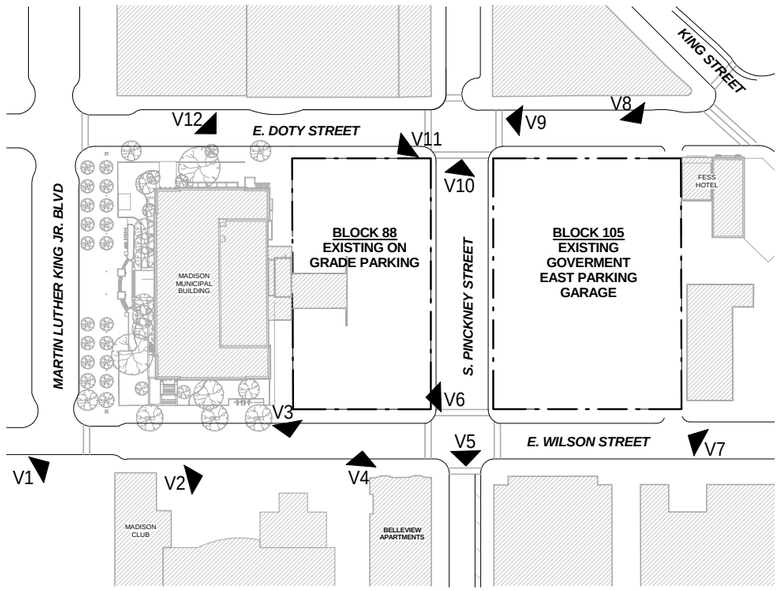
Land Use Approvals (Start-Finish)

| | |
|---|---|
| Miscellaneous | (12/09/16 - 2/22/17) |
| Initial Meeting with Alder | (01/09/2017) |
| Meet with Neighborhood Stakeholders | (01/12/2017) |
| Conditional Use Application & Material Packet | (01/25/2017) |
| Urban Design Commission (UDC) | (01/04/17 - 04/26/17) |
| Development Assistance Team | (12/28/16 - 01/05/17) |
| Capitol Neighborhood Association | (01/11/17 - 04/02/17) |
| Certified Survey Map | (01/13/17 - 03/21/17) |
| Board of Public Works | (02/01/17 - 06/09/17) |
| Landmarks | (02/06/17 - 05/01/17) |
| Plan Commission | (05/08/17) |

## CERTIFIED SURVEY MAP

A new property line has been established on the Certified Survey Map twenty-five feet east of the main east façade of the Madison Municipal Building. The MMB proposed new addition will extend to this property line in the center of the site in the north-south direction.

## CONTEXT PHOTOS



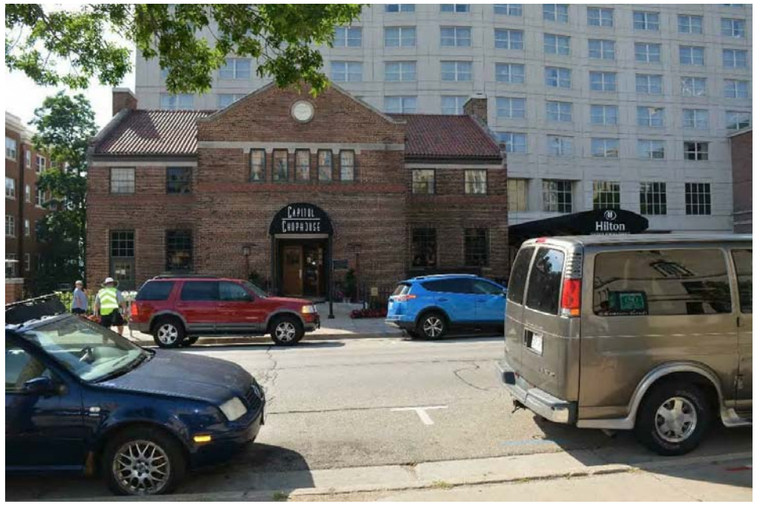

V1 - Madison Municipal Building from the Southwest

## CONTEXT PHOTOS


V2 - View North on E Wilson Street

V4 - Existing site from E Wilson Street

V6 - Existing site & MMB from Pinckney Street



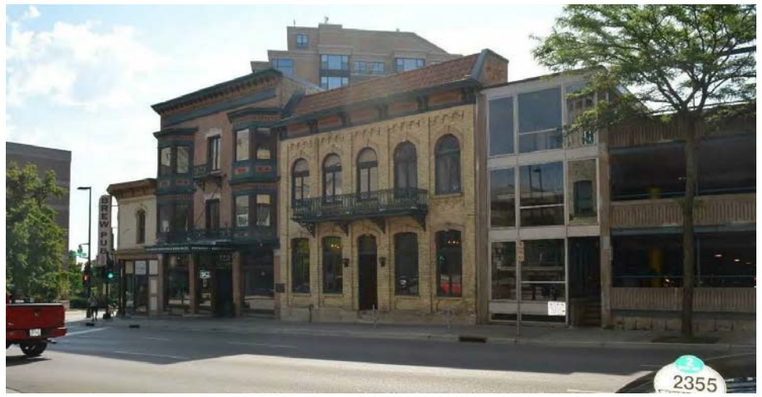

V3 - Hilton & Capital Chophouse to the East of the site


V5 - Southeast from Pinckney Street - towards Monona Lake

V7 - Existing site from E Wilson Street

## CONTEXT PHOTOS

V8 - Doty Street looking West from Pinckney Street



V9 - Fess Hotel (Great Dane Pub & Brewing), National Register Listing & Madison Landmark

V10 - Existing site looking North from Pinckney Street

V11 - Existing site & MMB from the Pinckney & Doty intersection

V12 - Existing site looking South from E Doty Street

## CONTEXT PHOTOS FOR DEMOLITION OF GOVERNMENT EAST PARKING GARAGE

Existing Exterior at East End of Doty Street

Existing Exterior Along Doty Street

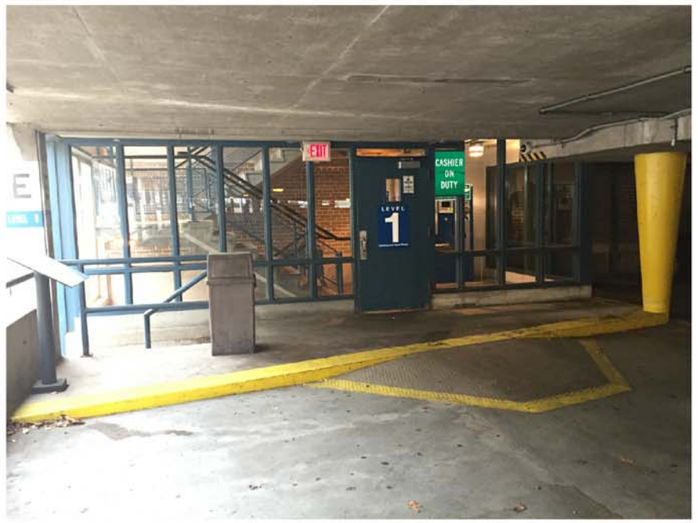
Existing Exterior Along Pinckney Street

Existing Exterior from Wilson Along Pinckney Street

Existing Exterior from Pinckney & Wilson Intersection

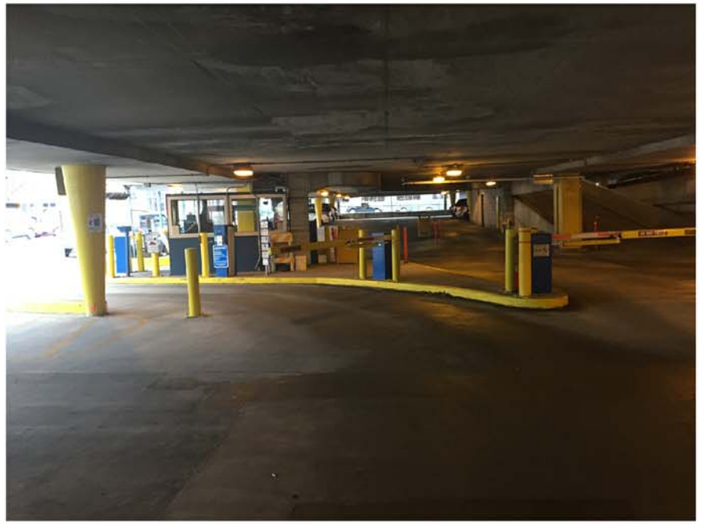

Existing Exterior at East End of Wilson Street

## CONTEXT PHOTOS FOR DEMOLITION OF GOVERNMENT EAST PARKING GARAGE




Existing Interior at North Corner of Garage


Existing Interior at West Corner of Garage



Existing Interior at Pinckney Entrance

Existing Interior at South Corner of Garage

Existing Interior at Wilson Street Entrance

Existing Interior at Rooftop Looking East

## PLANNED DEVELOPMENT REQUEST

The following document outlines the Submittal of the Judge Doyle Square Blocks 88 and 105 - City of Madison Parking Facility and Private Development. The City of Madison is working the Lothan Van Hook DeStefano Architecture Team to design a new 561 car, below grade, public parking facility and is working with Beitler Real Estate Services LLC to design new Apartment and Hotel buildings.

## DOWNTOWN GUIDELINES

A. **Site Design + Building Placement**

1. **Orientation**
*Buildings create and spatially define the public space (streets and sidewalks), and how a building faces this public way is a primary factor in what it contributes to the urban character of an area by reinforcing a consistent street wall and enhancing the pedestrian realm.*

a. Any building facade adjacent to a street should address the street and reinforce the density of the urban block form created by the boundaries of the property line and adjacent built forms built to the property line of the street.
**The buildings and their facades interact with the street and reinforce the density of the urban block form in two important ways.**

**First, at the pedestrian level the facades along Pinckney Street step back from the boundary line of the property so as to create and "open arena" of public space, in addition to the public street. The architect has created a pedestrian private room with the urban context of the city. In the center of this room is a water feature with a bike sculpture which provides the appearance of motion through the use of water spraying up from under the wheels of the statue(s) bikes. This water feature, in the center of this public space, provides a pleasant combination of visual and sound stimulation which distracts from the normal sounds associated with this urban site. On Doty and Wilson Streets, the base of the building meets the property line and is designed to be a transition space guiding the pedestrian to the center entranceway between the two buildings. Normal building function spaces for public parking and loading spaces are accommodated at these locations, away from the center focal point of the two buildings.**

**Second, the second level of the façade begins with the curvature of the two towers above the pedestrian street level. In the tradition of Frank Lloyd Wright's Monona Terrace, the buildings follow a curvilinear approach form which provides maximum separation of the buildings from each other and opens a larger space for light and air. This design reduces the appearance of lot line to lot line density allowing the neighboring buildings to enjoy an open forum of architecture.**

**The ceiling to floor glass facades, which are butt jointed with an invisible structural joint, provide a continuous smooth exterior which draws the viewer's eye to see a solid building form and not a series of disjointed pattern of pieces of glass held together by heavy metal support beams. Reminiscent of the early school of cubist art, the buildings' facades will work to create a pristine cubist object reinforcing the strength of each individual building while relating in harmony with its companion building.**

b. Buildings should be sited so that portions of the building designed for service uses, such as loading docks and dumpster enclosures, are not part of the street facade. When a lot configuration requires such activities from a street, these components should be architecturally integrated into the design of the facade.
**Every building requires a certain level of service support typically found in loading berths and service entranceways for parking. On Block 88, all of these functions for the building have been located on the ends of the building so as not to distract or encumber the center entranceways and public ramp. The loading berths (which also provide refuse removal) have been reduced to a single entrance recessed into the buildings by ten feet. This recess allows for an overhead rolling door to be continuously closed, thereby securing the space from the public view as well as the weather elements. The public parking ingress and egress points are positioned to the furthest point from the entranceway to Pinckney Street, again ensuring maximum separation from the normal pedestrian and vehicle movements around the building.**

**On Block 105, the loading and hotel parking functions occur on Wilson Street while the apartment parking occurs on the Private Drive.**

c. The street level of a building should be designed with active uses and architecture that engages the street/sidewalk in a contextually appropriate manner, and integrates the building architecture and the landscape architecture.
**The pedestrian focused sidewalk on Pinckney Street has been widened in order to create a European style public piazza. Because the ground floor is recessed, the overhead of the rising tower provides a perfect canopy protecting the public from falling rain and snow. Intimately placed Bradford Pear trees add the extra element of detail to this perfect blend of walking and vehicular space. In the center of the piazza are two distinctly marked bike lanes, with the water feature providing the separation between the traffic lanes. Strategic insets in the curb provide locations for vehicles to temporally park to load and unload. Through the four seasons the street level of the buildings will be an enjoyable experience for the passersby.**

d. Buildings should be oriented to preserve and enhance the views identified on the Views and Vistas Map in the Downtown Plan.
**Utilizing the curvilinear design and reducing each building in size so that it is not a monolithic block built from lot line to lot line; the visual corridors created by these slim towers provides an unparalleled view of the Capitol, lakes and cityscape. This is one of the strongest design features of the entire complex. While massive in scale the buildings are not massive in their visual impact upon the city and neighbors. Each building reflects an effort to respect the visual pathways of the community, while at the same time, providing the maximum visual and openness to the people residing within the buildings.**

e. Buildings at the intersection of streets should have a strong corner presence.
**Each corner of the buildings is anchored by a strong corner design. Entrances to the retail spaces have purposely been located along the pedestrian walkway and not located on the point of the building corners. The base of the buildings is established with limestone with the gradual introduction of vision glass. The base is clearly defined and the corners meet with a defined impact point anchoring each corner of the structure.**

2. **Access + Site Circulation**
*How people, bicycles, and motor vehicles access a site and circulate within it and around it can be a critical determinant in how it relates to its context. A primary goal is to maximize uninterrupted pedestrian access within a given block to enhance and maintain all areas of the Downtown as pedestrian friendly. Another goal is to minimize the visual presence of motor vehicle circulation, parking, and service functions, including minimizing the visual impact of parking structures and parking lots on the streetscape.*

a. Parking facilities beneath a building should not be considered a valid reason to establish an occupiable first floor more than three (3) feet above the grade of the sidewalk along any adjacent street, nor to include long segments of blank wall on anyside of a building.
**Parking facilities below the buildings do not cause this condition.**

b. Driveways should be oriented 90 degrees to the street, and shared driveways are encouraged. Designs should provide clear vision of pedestrians on sidewalks crossing any driveway.
**The driveways are oriented 90 degrees to the street and do not obstruct vision of pedestrians crossing any driveway.**

c. Porte-cochere type entries, drop offs, or circular drives should not be parallel to the street or within the right-of-way, nor should they be oriented to require more than one curb cut. Queuing space for motor vehicles should not impede pedestrian movement along any public sidewalk nor be designed in such a manner that it unnecessarily widens the driveway.
**The loading / drop off areas are not located within the right-of-way nor is there more than one curb cut per use (hotel, apartment and retail entrances).The queing space for motor vehicles does not impede pedestrian movement along the sidewalk as the sidewalks are setback away from the street and queing areas.**

3. **Usable Open Space - Residential Development**
*Residents living in this densely developed portion of the city enjoy a variety of conveniently located urban amenities and may not require the amount of on-site usable open space as other parts of the community. However, the provision of quality on-site useable open space is necessary to create a quality living environment.*

a. Project designs should provide attractive, safe and creatively designed yards, courtyards, plazas, sitting areas or other similar open spaces for building residents.
**Pinckney Street, separating the apartment building and hotel building, is a living breathing public piazza with a water feature and public art sculpture as the focal point between the buildings framing the public right of way.**

b. All residents should have access to some form of open space, whether it is private (such as patios or balconies) or common open space (such as yards or roof decks). A suggested minimum size for a balcony is 4.5 feet by 8 feet.
**The apartment buildings have replaced the individual balconies with large open courtyards featuring landscaped seating areas, cooking/grilling areas, arbors and large gathering areas with tables and umbrellas. Inside the buildings are numerous amenities including virtual golf driving ranges, virtual bike spinning facilities, exercise and aerobic areas, party and meeting rooms with food capabilities and a large screen audio visual theater. The hotel will focus its public amenities in the form of restaurants, a cocktail lounge, large meeting room facilities, a health club and indoor swimming pool.**

c. At some locations, side and rear yards sufficient to provide usable open space may be limited, and outdoor open space may not represent the most beneficial use of a limited site when the overall density of development is relatively high. Common recreational facilities and social activity spaces in the development may be considered toward meeting some of the need for usable open space. "Permeable" first floor spaces that provide an opportunity for indoor activities to extend to outdoor spaces are encouraged.
**The numerous amenities found within the project have been described above. In addition, on Block 88 the apartment building indoor spaces also transition onto the large outdoor elevated courtyard facility. On Block 105 the same transition space occurs at ground level from the indoor facilities to the contiguous outdoor courtyard area.**

4. **Landscaping**
*How a site is landscaped-- particularly in a dense urban environment-- can "soften" hard edges, make a site more inviting, and bring color and interest to a development. Well landscaped sites also create informal gathering spaces and enhance the adjoining public improvements.*

a. The design emphasis should be on creating an "urban" landscape, incorporating site amenities such as linear planting beds or seat walls, street furniture, public art, lighting, and landscape materials. These features should be architecturally compatible with the styles, materials and colors of the principal building on the lot and those in the immediate area.
**Public art is the focal point of the piazza which is created between the apartment building and hotel building on Pinckney Street. Designed by world renowned artist McKenzie Thorpe, the life size art sculptures of bikers racing each other is further amplified by their being positioned above a thin pool of water which gently splashes water under the wheels of the bikers giving the appearance of movement. The visual and sound impact of this art gesture has a calming effect on the passersby. Beneath each bike will be upward gentle illumination so that the art piece can be seen during hours of darkness. The light will also be reflected in the water movement. The bottom of the shallow three inch water pool will be ink black, thereby giving the appearance of a deep pool.**

**In winter months or time when the water is drained from the art piece, the honed granite will provide the appearance of short waves to express the movement of water.**

**Along the pedestrian way, systematically placed, will be Bradford Pear trees whose blooms in the spring are snow white. As they turn, the white blooms are replaced by dark green leaves which then turn a golden color in the fall; thus, a constant and ever changing arbor platform. Beneath the trees will be a boxwood hedge which remains evergreen year round.**

b. Context appropriate landscaping should be provided along the front façade. Appropriate landscaping will depend on factors such as the setbacks, shape, size, and orientation of the building.
**The contextual landscaping is further augmented through the use of the City of Madison public street lighting utilizing the traditional black poles with white globes at the top.**

c. Plant species should be selected based on their compatibility with an urban environment. Planting environments should be designed to provide plants the greatest potential to grow to maturity in a healthy state, such as use of planting beds, structural soils to promote root growth, and considering salt tolerance. Ease of maintenance should also be considered.
**Landscaping materials have been selected so as to maximize their life cycle of color. Certain materials, such as boxwood trees, have been chosen due to their year-round foliage capability. All trees will be planted in tree wells or planters of concrete which will have their individual watering and electrical outlets. A small safety curb will prevent salt and toxic materials from entering the soil.**

d. Public art should be encouraged where it is an integral part of the design approach to these spaces.
**The public art piece is being created by world renowned artist McKenzie Thorpe. His sculpture of bikers racing each other will be a tourist attraction for the entire City of Madison. In addition, the individual bike sculptures provide an opportunity for draping sports team hats or scarves around each biker depending on the favorite team or team standing.**

e. Outdoor seating areas and cafes on private property are encouraged provided they do not interfere with pedestrian flow and circulation along the sidewalk and from public ways to building entries or amenities, such as bicycle racks and benches.
**Inset into the public walkway are curb cuts designed and appropriately spaced so as to allow for vehicles to temporarily park and not obstruct the main right of way while loading and unloading. A bicycle path through the middle of Pinckney Street surrounding the water feature on both sides is clearly identified with a five foot green painted pathway. Bicycle stands will be strategically located for parking and locking bikes. Public parking for bikes will also be available in the City's public ramp facility in the apartment building along with motorcycle parking. Locations for Bus Stops will also be provided on Pinckney Street as well as on Doty Street. Waste bins will be located near each corner to assist in the collection of paper rubbish.**

f. Canopy trees should be encouraged and planted to imply human-scale spaces and mitigate the urban heat island effect. Where canopy trees are used, site design should provide sufficiently sized tree pits or planting beds and appropriate planting medium to provide for healthy tree growth.
**Chanticleer Pear Trees provide the perfect canopy condition. The heart shape of the tree is consistent and they grow at a steady rate. In the winter months when the trees have lost their leaves, they will be replaced by tiny white festive lights providing an atmosphere of winter and snowflakes.**

5. **Lighting**
*Appropriate site and building lighting can create interest and a safe and welcoming environment. Lighting can also reinforce architectural elements such as entries, structural bays, or shop windows. Excessively lighting a site or building can create glare and greatly detract from the ambiance of a street, while insufficiently lighting a site can result in dark spots and raise safety issues.*

a. Exterior lighting to accentuate the building architecture and landscaping should not be excessive in either amount or intensity.
**All exterior lighting will be focused downward and not upward (other than for low level up-lighting on the streetscape trees). All exterior street lighting will be the standard fixtures in accordance with the City of Madison.**

b. Building entrances and entryways and other walkways should be lit sufficiently to create inviting and safe building access.
**All exterior lighting will be of a quantity and of a sufficient intensity to sufficiently light all entrances, entryways and other public spaces.**

c. Building-mounted fixtures should be compatible with the building facades.
**All exterior lighting fixtures will be compatible and harmonious with the design of the building façade.**

d. Full cut-off fixtures should be used. Lighting should not spill into the sky, encroach on neighboring properties, nor cause excessive glare.
**All exterior lighting will be focused downward with no lighting directed up upon the building nor into the sky or other buildings. Low intensity lights will be utilized to up-light the base of the street trees.**

e. The lighting on the top of a building should not compete with the view of the Capitol dome in views of the skyline.
**All exterior lighting will not compete with the view of the Capitol dome.**

B. **<u>Architecture</u>**

1. **Massing**
*Building massing is an important determinant in the quality of the urban environment and in how "welcoming" a street is perceived. Important aspects to this specifically related to massing include the preservation of natural light, sunlight and ventilation to the street, as well as preventing the feeling that large buildings are looming over the street and creating a canyon effect. The mass of a building can also enhance the pedestrian experience by creating more human-scaled development.*

a. The proportions and relationships of the various architectural components of the building should consider the scale of other buildings in the vicinity. In areas where the Downtown Plan recommends significantly taller or larger buildings than currently exist, this guideline should consider the evolving context.
**The proposed project massing and building height conform to the Capitol View Preservation Limit required by Zoning Code and recommended by the Downtown Plan Adopted July 2012.**

b. Larger buildings should solve any problems that their scale may create to ensure a pedestrian-friendly quality. Articulation of buildings in both plan and profile may help break up the mass of large buildings. Stepping back the upper floors from lower floors may be appropriate to minimize overall scale and minimize shadow effects.
**The curved towers are situated on a rectangular base. The towers are set back from the podium base and their curved shape reduces the visual massing of the building. The podium base of the buildings is inset, thereby creating a wider pedestrian walkway in the public area along Pinckney Street and the Private Drive. The setback creates a protected canopy for passersby from falling rain and snow ensuring a pedestrian-friendly quality and experience.**

c. The mass of a building should not negatively impact views identified on the Views and Vistas Map in the Downtown Plan. Applicants may need to prepare viewshed studies for others to fully understand potential impacts.
**The shape of the buildings and the distances between the towers allows for the maximum opportunity for view corridors. No prominent views and vistas are impacted by the project.**

d. Shadow studies may need to be prepared by the applicant for buildings that adjoin public open spaces, or streets and sidewalks with particularly heavy pedestrian volumes, to demonstrate that these important public spaces are not negatively impacted by excessive amounts and/or durations of shadows.
**Shadow studies have been included in the packet. See Sheets 4-02 and 4-02-A**

2. **Building Components**
*Most buildings are experienced from a variety of perspectives, which change as a person moves about the city. Correspondingly, how the top, middle, and base of a building are designed also influences these interactions, and all must work within a complete architectural form. The Downtown Plan places an emphasis on creating an interesting skyline that reflects the underlying topography, and the design of the top of a building influences the skyline. Likewise, the Plan places an emphasis on making great public spaces, streets, and engaging pedestrian environments, and the design of a building's lowest four floors define the public realm and are the primary contributor to a pedestrian's perception of a street.*

   a. The lower levels of street facing facades should generally incorporate a higher level of visual interest and richer architectural detailing. One way to achieve this is to locate active use areas on lower level street side spaces within a building, which could be reflected in the exterior architecture of the corresponding facades.
   **The lower levels of street facing facades incorporate a higher level of visual interest and architectural detailing. All store fronts and entrance doors will have custom designed doors and window trim. The glass will be clear and permit good views of the interior spaces. The entranceway to the apartments and hotel will also have clear vision glass. The base of the building design will utilize rich combinations of metal and glass.**

   b. A positive visual termination at the top of the building should be an integral part of the design from both the distant view and the pedestrian perspective. A positive visual termination could include projections or relief from the building façade or visual interest in the building form as it meets the sky.
   **The top of the building will terminate naturally with an architectural glass band separating the vision glass from the final termination band at the top. The buildings will meet both the sky and the ground in a seamless architectural fashion.**

   c. Roof forms should be used to integrate rooftop equipment, telecommunications equipment, and other devices so as to express/conceal them as architectural elements. Large mechanical penthouses and elevator overrides should be fully integrated into the building architecture and be appropriately-scaled to serve as architectural features and avoid the appearance of being "plopped" on top.
   **The mechanical areas on top of the buildings will be completely screened with attractive compatible materials and architectural design.**

3. **Visual Interest**
*As emphasized in the Downtown Plan, it is especially important to create a comfortably-scaled and thoughtfully detailed urban environment through the use of well-designed architectural forms and details. Well-designed buildings add visual interest and variety to the massing of a building, help define the public space, engage the street, create an interesting pedestrian environment, and help break up long, monotonous facades. Articulation also is a primary means of providing a human scale through change in plane, contrast and intricacy in form, color, and materials.*

   a. Buildings should have an overall design composition with a secondary and tertiary composition within it. All sides should have a similar design composition and quality of materials that make a positive contribution to the built urban environment.
   **The buildings' overall design and composition are equally weighted so that there are no tertiary sides to the building. The entire envelope of the buildings utilizes the same rich materials and high quality design. These buildings are iconic in nature and will provide a positive contribution to the surrounding urban environment.**

   b. Franchise corporate/trademark building designs should be altered to fit the desired character of the district.
   **Not applicable.**

   c. The design of buildings fronting on State Street should reflect the historic pattern and rhythm of storefront bays on the lower level. If the interior space is wider, each bay should be articulated and have the ability to create its own entrance. A combination of good physical features and varied activities should result in a livelier street.
   **Not applicable (buildings do not front on State Street)**

   d. Balconies should not extend over the public right-of-way
   **No part of the buildings extend over the public right of way.**

4. **Door and Window Openings**
*As emphasized in the Downtown Plan, it is especially important to create a comfortably-scaled and thoughtfully detailed streetscape and how the openings in building walls (windows, doors, etc.) are incorporated have an influence on the perception of a building's mass and how it is experienced by pedestrians.*

   a. The size and rhythm of windows and doors in a building should respect those established by existing buildings in the area where a clear pattern exists, and the residential and/or mixed-use nature of the building.
   **Due to the size and density of this project the rhythm of the windows and the doors will be in context and complementary with the companion buildings.**

   b. Existing traditional buildings should not have window openings with different sash configurations, smaller windows, or materials inappropriate to the original design. Transom windows should remain transparent/translucent.
   **Not applicable**

   c. Entrances, including doors, should be sized and articulated in proportion to the scale of the building and should be architecturally compatible with the style, materials, and details of the building as a whole. Entrance definition and articulation may be achieved through use of architectural elements such as: lintels, pediments, pilasters, columns, porticoes, porches, overhangs, railings, balustrades, and others, where appropriate.
   **All entranceway and doors will be sized so as to articulate them in proportion to the scale of the buildings and be architecturally compatible with the companion buildings in the project. Each element of one building will speak architecturally to and be compatible with the other buildings in the project.**

5. **Building Materials**
*The Downtown Core and Urban Mixed Use Districts are generally the most dense and heavily used areas of the City, and buildings in these districts are exposed to a high level of use. An integrated palette of high quality, durable building materials can enrich the pedestrian environment through the use of scale, color, texture, and architectural details.*

   a. A variety of complementary exterior building materials may be incorporated to provide visual interest to the building. The palette of materials should not be overly complex.
   **The design of the buildings incorporates two primary goals. First, to create buildings that have a distinctive shape. Secondly, to create buildings whose façade is crisp, monolithic and elegant. Through the use of frameless glass panels, the façade of the buildings emit a solid appearance without interruptions in the glass that would distract or otherwise draw attention away from the overall solid massing of the buildings. Please refer to Sheet 4-01 for the material palette.**

   b. All sides of a structure should exhibit design continuity and be finished with high quality materials. Materials should be those typically found in urban settings.
   **There is no "backside" to any of the buildings. Every side is finished in high quality materials and of the same design as the other sides of the building. The façade facing the MMB which houses the backside of the public ramp structure is finished in the same limestone material utilized on the façade of the buildings.**

   c. If material changes are proposed, they should generally occur at inside corners or be delineated by a specific transitional detail such as a pronounced belt course or substantial reveal.
   **Where there is a transition from one material on the façade of the buildings to another material, that transition is gradual and not abrupt. For example, the bookends of the buildings begin in limestone. They are then joined by architectural glass with the two facades meeting in the middle facing Pinckney Street in a glass façade crescendo.**

6. **Terminal Views and Highly-Visible Corners**
*The design of buildings occupying sites located at the end of a street, on a highly-visible corner, or in other prominent view sheds can serve as a focal point and the design of such structures should reflect the prominence of the site. Particular attention should be paid to views from these perspectives.*

   a. Corner buildings should define the street intersection with distinctive architectural features such as tower elements, rounded walls, recessed entries or other design features.
   **The corners of the buildings have been designed to give an appearance of architectural strength. Corners have not been weakened with revolving or entrance doors. All entranceways are recessed enforcing the strength of the buildings' corners. The street intersections are clearly defined and visible.**

   b. Buildings located at visual focal points should demonstrate a higher degree of architectural strength to emphasize their location.
   **The corners of the buildings that function as bookends for the project are defined with a limestone façade. The strength of that façade is transitioned around the corners of the buildings and is then gradually intermixed with architectural glass elements. Every design element has been taken into account to ensure that the manner in which the corners of the buildings and the buildings themselves meet the ground is significant.**

   c. New buildings on flatiron corners, as identified in the Downtown Plan, should include a design approach that reflects the acute angles of the site.
   **Not applicable.**

7. **Awnings and Canopies**
*Awnings can add color and texture to a streetscape, provide shelter for pedestrians and protect storefront displays from sun exposure.*

   a. Awnings should not be internally illuminated so that they glow and become beacons that attract attention to the establishment.
   **Not applicable.**

   b. Awnings and canopies should be compatible with building design in terms of the rhythm and design of the storefront bays, material, details, massing, and form.
   **By creating architectural relief to the façade of the buildings by setting the first floor pedestrian level inward and allowing the façade to extend out over the sidewalk (within the property line), the buildings acts as an invisible canopy protecting passersby from falling rain and snow while at the same time blending with the façade so as not to call out attention to the canopy function of the façade.**

   c. Awnings and canopies should not cover up architectural details.
   **The canopy effect of the façade does not interfere with or cover any architectural detailing of the buildings.**

8. **Signage**
*Signage is for the purpose of identifying a business in an attractive and functional manner rather than to serve as general advertising for a business. Well conceived signage can contribute positively to the character of a street or district. Too many signs and too much information on one sign can overwhelm a viewer and make a sign less effective, and too much signage on a building, block, or street can easily result in visual clutter. The guidelines below are in addition to the requirements of the Madison Sign Code.*

   a. Signage should be integrated with and be compatible with the architectural scheme of a building.
   **All exterior signage on the façade of the buildings will be architecturally designed with the intent to "incorporate" that signage with the overall appearance of the buildings so as not to call out an image of being called an "add on" to the buildings. All exterior signage will be tastefully illuminated and will be of a size that does not impose or otherwise detract by color, brightness or scale the overall appearance of the buildings' façade.**

   b. Messages should be simple-- only including the name, address, function (i.e. restaurant), and logo of the establishment.
   **All signage will be restricted to the actual name, address, function and logo of the user. No slogans or sales messages will be allowed. This will also be required of the City of Madison's Parking Utility for their public parking ramp facility.**

**BEITLER**

***VIA EMAIL***
district4@cityofmadison.com
president@capitalneighborhoods.org
tkenney@visitdowntownmadison.com

January 20, 2017

**Michael E. Verveer**
District 4 Alderperson
City of Madison Common Council
210 Martin Luther King Jr. Blvd.
Madison, WI 53703

**Jeff Vercauteren**
President
Capitol Neighborhood Association
222 S. Carroll St. #106
Madison, WI 53703

**Tiffany Kenney**
BID Executive Director
Madison's Central Business Improvement District (BID)
122 W. Washington Ave. Suite 250
Madison, WI 53703

**Re: Notification of Intent to Submit Land Use Applications:**

**Block 88: 215 Martin Luther King Boulevard (Pending applications cover the portion of the lot behind the Madison Municipal Building) and Block 105: 215 South Pinckney Street.**

Dear Ald. Verveer and Mr. Vercauteren and Ms. Kenney:

On behalf of Beitler Real Estate Services LLC ("Beitler") and the City of Madison ("City") collectively referred to as the "Parties", I am pleased to submit this letter of notification of the Parties intent to file land use and demolition permit applications with the City of Madison related to the properties located at 200 South Pinckney Street, Block 88 and Block 105.

The applications will include:

- Request to demolish the existing parking structure (known as Government East) on Block 105
- Proposal to construct a public development consisting of a public parking ramp of approximately 600 parking stalls and a private development consisting of approximately 140 apartment units, private parking and retail; on Block 88
- Proposal to construct a hotel building containing approximately 250 hotel rooms with hotel parking and an apartment building consisting of approximately 210 apartment units with apartment parking and retail on Block 105

*980 North Michigan Avenue Suite 1225 Chicago, Illinois 60611 312.768.7000 fax 312.768.7001*
*www.beitlerre.com*



- The Parties intend to submit a demolition permit and conditional use OR a demolition permit, conditional use and zoning map amendment applications to rezone Block 88 and / or Block 105 from Downtown Core District to a PD (Planned Development District)

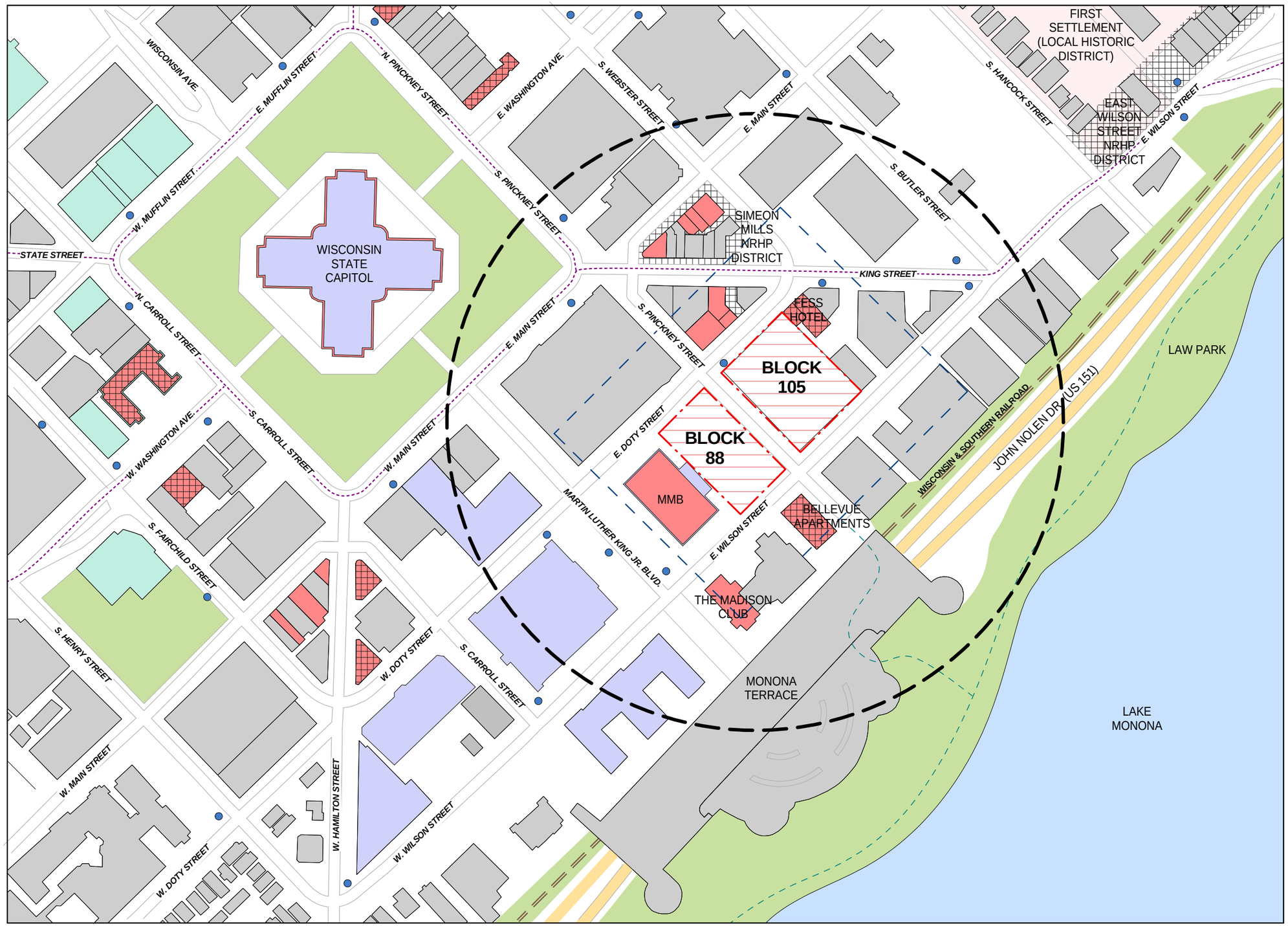
The Parties look forward to working with each of you throughout the development process. Please contact me with any questions you may have.

Yours truly,

**BEITLER REAL ESTATE SERVICES LLC**

John Paul Beitler III
Vice President

cc: (all via email)
Natalie Erdman, Director of Planning, Community and Economic Development
Heather Stouder, Director, Planning Division
Kevin Firchow, Planning Division
Al Martin, Planning Division
Matt Tucker, Zoning Administrator




**SITE**

**BLOCK 88** - JUDGE DOYLE SQUARE
- CITY OF MADISON PARKING FACILITY
- PRIVATE DEVELOPMENT

**BLOCK 105** - JUDGE DOYLE SQUARE
- PRIVATE DEVELOPMENT

NATIONAL REGISTER OF HISTORIC PLACES

MADISON LANDMARK

GOVERNMENT BUILDINGS

LAKE MONONA

MAJOR INSTITUTIONS (CULTURE - RELIGION - EDUCATION)

HIGHWAY

PARKS / GREEN SPACE

BUS STOP

BICYCLE ROUTE

CYCLEWAY (PAVED, OFF-STREET)

RAILROAD

1/4 MILE RADIUS (5 MIN. WALKING DISTANCE)

200' LANDMARKS RADIUS OF IMPACT

LVDA *FOR CITY OF MADISON AND BEITLER REAL ESTATE*

SITE CONNECTIVITY DIAGRAM

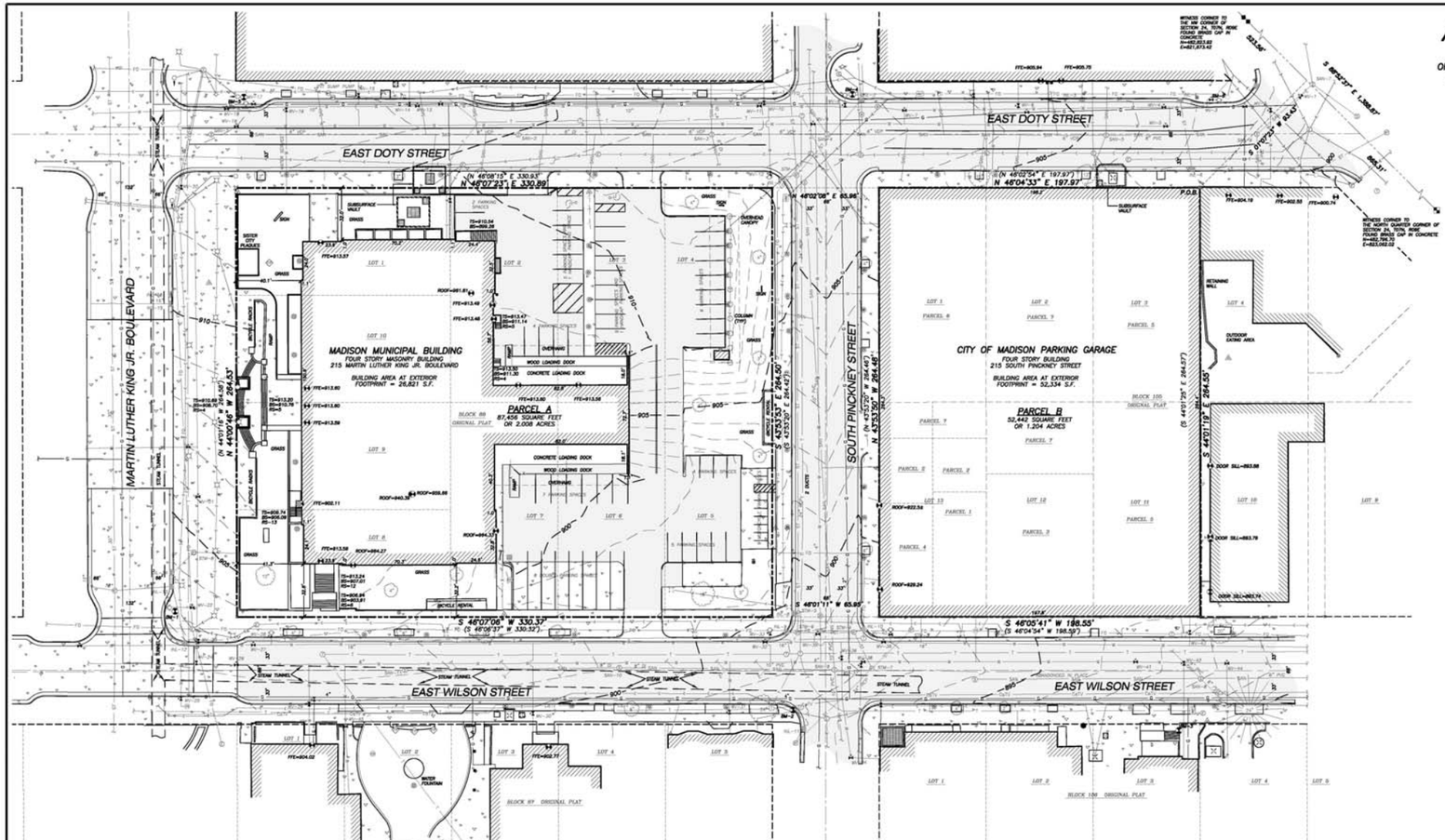
SCALE: 1" = 400'-0"

1-06

lothan van hook destefano ARCHITECTURE LLC

JUDGE DOYLE SQUARE - SECTION 1 - GENERAL INFORMATION

FEBRUARY 22, 2017




# ALTA/ACSM LAND TITLE SURVEY

ALL OF BLOCK 88 AND LOTS 1, 2, 3, 11, 12 AND 13, BLOCK 105, ORIGINAL PLAT OF MADISON, BEING A PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 07 NORTH, RANGE 09 EAST, CITY OF MADISON, DANE COUNTY, WISCONSIN.

**LEGEND**

- GOVERNMENT CORNER
- CHISELED "X" FOUND
- CHISELED "X" SET
- BENCHMARK
- FINISHED FLOOR SHOT LOCATION
- MONITORING WELL
- BOLLARD
- FLAG POLE
- SIGN
- PARKING METER
- SANITARY MANHOLE
- CLEAN OUT
- VENT PIPE
- HYDRANT
- WATER OR GAS VALVE
- CURB STOP/SERVICE VALVE
- STORM MANHOLE
- PAVING GRATED INLET
- SQUARE CASTED INLET
- CURB INLET
- MANHOLE -- UNVERIFIED TYPE
- ELECTRIC MANHOLE
- LIGHT POLE
- TRAFFIC SIGNAL
- VAULT
- TELEPHONE MANHOLE
- DECIDUOUS TREE
- CONIFEROUS TREE
- HANDICAP PARKING
- PARCEL BOUNDARY
- SECTION LINE
- RIGHT-OF-WAY LINE
- CENTERLINE
- PLATTED LOT LINE
- EDGE OF PAVEMENT
- CONCRETE CURB & GUTTER
- SANITARY SEWER
- WATER LINE
- STORM SEWER
- NATURAL GAS
- UNDERGROUND ELECTRIC
- FIBER OPTIC
- UNDERGROUND TELEPHONE
- UNDERGROUND CABLE
- BUILDING
- INDEX CONTOUR
- INTERMEDIATE CONTOUR
- SPOT ELEVATION
- BITUMINOUS PAVEMENT
- RETAINING WALL
- CONCRETE PAVEMENT
- DISCONTINUED MAPPED PIPE LINE
- ( ) DENOTES RECORD DATA DEPICTING THE SAME LINE ON THE GROUND

**NOTES**

1. FIELD WORK PERFORMED BY JSD PROFESSIONAL SERVICES, INC. THE WEEK OF JUNE 22 & 27 AND JULY 06, 2015.
2. THIS SURVEY AND MAP ARE BASED ON THE WISCONSIN COUNTY COORDINATE SYSTEM, (WCCS), DANE COUNTY. THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 24, T07N, R09E, BEARS S 88°52'37" E.
3. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88(1991)). BENCHMARK IS FIRE HYDRANT AT THE CORNER OF WILSON STREET AND MARTIN LUTHER KING, JR. BOULEVARD. ELEVATION = 906.02
4. CONTOUR INTERVAL IS 1 FOOT.
5. SPOT ELEVATIONS SHOWN ALONG CURB AND GUTTER REFERENCE THE TOP BACK OF CURB.
6. THE SUBSURFACE UTILITIES AND FEATURES SHOWN ON THIS MAP HAVE BEEN APPROXIMATED BY LOCATING SURFICIAL FEATURES AND APPURTENANCES, LOCATING DIGGERS HOTLINE FIELD MARKINGS AND BY REFERENCE TO UTILITY RECORDS AND MAPS. DIGGER'S HOTLINE TICKET No.'s 20152519735, 20152519740, 20152519747, 20152519750 AND 20152519754, WITH A CLEAR DATE OF JUNE 25, 2015.
7. THE ACCURACY OF THE BENCHMARKS SHOWN ON THIS MAP SHALL BE VERIFIED BEFORE BEING UTILIZED. JSD PROFESSIONAL SERVICES, INC. DOES NOT WARRANT THAT THESE BENCHMARKS HAVE NOT BEEN DISTURBED SINCE THE DATE OF THIS SURVEY.
8. BEFORE EXCAVATION, APPROPRIATE UTILITY COMPANIES SHOULD BE CONTACTED. FOR EXACT LOCATION OF UNDERGROUND UTILITIES, CONTACT DIGGERS HOTLINE, AT 1.800.242.8511.
9. UTILITY MAPPING PROVIDED BY, CITY OF MADISON, CENTURYLINK, AT&T, TDS TELECOM.
10. TS=TOP OF STAIRS; BS=BOTTOM OF STAIRS; RS= NUMBER OF RISERS.

**NOTES CORRESPONDING TO TABLE A REQUIREMENTS:**

**ITEM 9** THERE ARE 61 PARKING SPACES AND 2 HANDICAP SPACES FOR A TOTAL OF 63 PARKING SPACES AND THERE ARE 9 MOTORCYCLE PARKING SPACES ON PARCEL A. THERE ARE 580 PARKING SPACES ON PARCEL B. THERE ARE A TOTAL OF 643 PARKING SPACES.

**ITEM 10(a)** THERE ARE NO DIVISION OR PARTY WALLS DESIGNATED BY THE CLIENT WITH RESPECT TO ADJOINING PROPERTIES.

**ITEM 11(b)** NOTE – WITH REGARD TO TABLE A, ITEM 11(b), SOURCE INFORMATION FROM PLANS AND MARKINGS WILL BE COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURE CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY.

**ITEM 20** THERE ARE NO OFFSITE EASEMENTS FOR THE SUBJECT PROPERTY.


**NOTES CORRESPONDING TO SCHEDULE B–SECTION TWO EXCEPTIONS (PARCEL A)**
(FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT No.: NCS–733937–MAD, COMMITMENT DATE: JULY 02, 2015 AT 7:30 A.M.)

(12) AFFIDAVIT RECORDED IN VOLUME 1027 OF RECORDS, PAGE 128, AS DOCUMENT No. 1605842.
THIS ITEM DOES NOT AFFECT THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.

(13) A RESOLUTION APPROVING THE SOUTH SQUARE REDEVELOPMENT PLAN RECORDED SEPTEMBER 21, 1994, AS DOCUMENT No. 2633082.
THIS ITEM DOES NOT AFFECT THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.

(14) GRANT OF RIGHT OF FIRST REFUSAL RECORDED APRIL 15, 1999, AS DOCUMENT No. 3102647.
FIRST AMENDMENT TO GRANT OF RIGHT OF FIRST REFUSAL RECORDED SEPTEMBER 9, 2014, AS DOCUMENT No. 5096973.
THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.

(15) LEASE BETWEEN CITY OF MADISON, WISCONSIN AND US POSTAL SERVICE RECORDED IN VOLUME 1038 OF RECORDS, PAGE 374, AS DOCUMENT No. 1610872.
AMENDMENT TO LEASE RECORDED IN VOLUME 13135 OF RECORDS, PAGE 6, AS DOCUMENT No. 2154052.
THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.

(16) LEASE BETWEEN CITY OF MADISON AND CITY EMPLOYEES CREDIT UNION RECORDED IN VOLUME 24819 OF RECORDS, PAGE 19, AS DOCUMENT No. 2525524
FIRST AMENDMENT TO LEASE RECORDED JULY 30, 1999, AS DOCUMENT No. 3140120.
FIRST NOTICE OF LEASE RENEWAL RECORDED APRIL 3, 2002, AS DOCUMENT No. 3470045.
SECOND NOTICE OF LEASE RENEWAL RECORDED APRIL 17, 2007, AS DOCUMENT No. 4299900.
SECOND AMENDMENT TO LEASE RECORDED FEBRUARY 4, 2008, AS DOCUMENT No. 4394368.
THIRD NOTICE OF LEASE RENEWAL RECORDED MARCH 7, 2013, AS DOCUMENT No. 4967834.
THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.

(17) UNITED STATES POSTAL SERVICE LEASE RECORDED JANUARY 24, 1996, IN VOLUME 31881 OF RECORDS, PAGE 12, AS DOCUMENT No. 2733649.
THIS ITEM DOES AFFECT THE SUBJECT PROPERTY AND IS NOT GRAPHIC IN NATURE, THEREFORE IT IS NOT PLOTTED HEREON.

**LEGAL DESCRIPTION (AS FURNISHED) (PARCEL A)**
(FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT No.: NCS–733937–MAD, COMMITMENT DATE: JULY 02, 2015 AT 7:30 A.M.)

ALL OF BLOCK 88, ORIGINAL PLAT OF THE CITY OF MADISON, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

TAX KEY NUMBER: 251/0709–242–0701–6

**NOTES CORRESPONDING TO SCHEDULE B–SECTION TWO EXCEPTIONS (PARCEL B)**
(FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT No.: NCS–733941–MAD, COMMITMENT DATE: JULY 02, 2015 AT 7:30 A.M.)

(10) AGREEMENT RECORDED IN VOLUME 143 OF MISC., PAGE 423, AS DOCUMENT No. 625802.
THIS ITEM DOES NOT AFFECT THE SUBJECT PROPERTY AND IS NOT PLOTTED HEREON.

**LEGAL DESCRIPTION (AS FURNISHED) (PARCEL B)**
(FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT No.: NCS–733941–MAD, COMMITMENT DATE: JULY 02, 2015 AT 7:30 A.M.)

**PARCEL 1:**
THE SOUTHEAST ONE HUNDRED TEN FEET (110') OF THE NORTHEAST ONE–HALF (NE ½) OF LOT THIRTEEN (13), BLOCK ONE HUNDRED FIVE (105), CITY OF MADISON, DANE COUNTY, WISCONSIN.

**PARCEL 2:**
THE NORTHEAST 33 FEET OF THE SOUTHWEST 110 FEET AND THE NORTHWEST 40 FEET OF THE SOUTHWEST 33 FEET OF THE SOUTHEAST 110 FEET OF LOT 13, ORIGINAL PLAT OF MADISON, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

**PARCEL 3:**
THE SOUTHEAST 88 FEET, LOT 12, BLOCK 105, CITY OF MADISON, ACCORDING TO THE DOTY TRUSTEE PLAT, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

**PARCEL 4:**
THE SOUTHEAST SEVENTY (70) FEET OF THE SOUTHWEST THIRTY–THREE (33) FEET OF LOT THIRTEEN (13), BLOCK ONE HUNDRED FIVE (105), ORIGINAL PLAT OF CITY OF MADISON, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

**PARCEL 5:**
LOTS THREE AND ELEVEN, BLOCK ONE HUNDRED FIVE, IN THE ORIGINAL PLAT OF THE CITY OF MADISON, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

**PARCEL 6:**
LOT ONE (1), BLOCK ONE HUNDRED FIVE (105), ORIGINAL PLAT OF THE CITY OF MADISON, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

**PARCEL 7:**
LOT NUMBER TWO (2), AND THE NORTHWEST FORTY–FOUR (44) FEET OF LOT NUMBER TWELVE (12), AND THE NORTHWEST TWENTY–TWO FEET OF LOT NUMBER THIRTEEN (13), IN BLOCK ONE HUNDRED FIVE (105), IN THE ORIGINAL PLAT OF THE CITY OF MADISON, IN THE CITY OF MADISON, DANE COUNTY, WISCONSIN.

TAX KEY NUMBER: 251/0709–242–0209–0

**SURVEYOR'S CERTIFICATE**

TO:
i) THE CITY OF MADISON,
ii) FIRST AMERICAN TITLE INSURANCE COMPANY,

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS AND INCLUDES ITEMS 1, 4, 5, 7(a), 8, 9, 10(a), 11(b), 20(a) AND 22 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JULY 08, 2015.

JOHN KREBS, S–1878 — DATE
PROFESSIONAL LAND SURVEYOR

**STORM SEWER MANHOLES**

| STRUCT. ID | RIM ELEVATION | INVERT | ELEVATION | PIPE SIZE | PIPE TYPE |
|---|---|---|---|---|---|
| STM–1 | 906.59 | NE | 902.77 | 12" | PVC |
| | | SW | 903.00 | 12" | RCP |
| | | SE | 902.76 | 24" | RCP |
| STM–2 | 911.89 | VERTICLE | 903.46 | 6" | PVC |
| STM–3 | 897.41 | NW | 888.21 | 18" | DI |
| | | SW | 888.21 | 18" | RCP |
| STM–4 | 897.89 | NE | 894.79 | 12" | – |
| | | SW | 894.64 | 12" | RCP |
| | | SE | 894.34 | 12" | RCP |
| STM–5 | 899.23 | NW | 894.98 | 12" | DI |
| | | SW | 896.13 | 12" | RCP |
| | | SE | 894.98 | 12" | CLAY |
| STM–6 | 898.99 | NW | 895.14 | 12" | DI |
| | | NE | 895.07 | 12" | RCP |
| | | SW | 895.55 | 12" | PVC |
| STM–7 | 897.76 | N | 888.49 | 12" | RCP |
| | | W | 893.38 | 12" | RCP |
| | | S | 894.93 | 24" | RCP |
| STM–8 | 904.68 | NE | 894.56 | 10" | CLAY |
| | | S | 894.53 | 10" | CLAY |

**STORM SEWER INLETS**

| INLET ID | RIM ELEVATION | INVERT | ELEVATION | PIPE SIZE | PIPE TYPE |
|---|---|---|---|---|---|
| INL–1 | 907.60 | NW | 904.90 | 4" | PVC |
| | | NE | 904.40 | 10" | PVC |
| | | SW | 904.30 | 10" | PVC |
| INL–2 | 906.98 | N | 904.58 | 12" | RCP |
| | | NW | 904.58 | 8" | DI |
| | | S | 904.36 | 12" | RCP |
| INL–3 | 904.50 | NW | 899.35 | 4" | PVC |
| | | NE | 899.30 | 10" | PVC |
| | | SW | 899.58 | 6" | PVC |
| INL–4 | 902.94 | SW | 898.51 | 10" | PVC |
| | | SE | 896.49 | 12" | RCP |
| INL–5 | 906.29 | NW | 903.69 | 12" | RCP |
| INL–6 | 902.30 | NW | 896.40 | 12" | RCP |
| | | NE | 896.30 | 12" | RCP |
| INL–7 | – | – | – | – | – |
| | | – | – | – | – |
| | | – | – | – | – |
| INL–8 | 898.84 | NE | 895.99 | 12" | RCP |
| INL–9 | 898.83 | N | 895.23 | 12" | PVC |
| INL–10 | 897.29 | SW | 894.49 | 12" | RCP |
| INL–11 | 897.03 | NW | 893.43 | 4" | PVC |
| | | SE | 892.93 | 12" | PVC |
| INL–12 | 902.37 | NW | 899.02 | 12" | PVC |
| INL–13 | 902.90 | NW | 896.21 | 12" | PVC |
| | | E | 898.30 | 12" | PVC |
| | | SW | 898.21 | 15" | RCP |
| INL–14 | 903.17 | SE | 898.37 | 12" | PVC |
| INL–15 | 909.34 | NW | 905.24 | 15" | RCP |
| | | SW | 905.09 | 15" | RCP |
| INL–16 | 909.42 | SE | 905.67 | 12" | RCP |

**SANITARY SEWER MANHOLES**

| STRUCT. ID | RIM ELEVATION | INVERT | ELEVATION | PIPE SIZE | PIPE TYPE |
|---|---|---|---|---|---|
| SAN–1 | 912.00 | VERTICLE | 902.28 | 6" | – |
| SAN–2 | 909.98 | NE | 899.69 | 6" | DI |
| | | SW | 899.69 | 6" | DI |
| SAN–3 | 908.38 | NW | 897.85 | 4" | DI |
| | | NW | 897.85 | 4" | DI |
| | | NE | 897.50 | 6" | DI |
| | | W | 897.82 | 6" | CLAY |
| | | SW | 897.74 | 6" | DI |
| SAN–4 | 907.63 | NW | 897.99 | 8" | PVC |
| | | NE | 896.80 | 6" | DI |
| | | W | 896.80 | – | DI |
| | | SW | 896.66 | 8" | DI |
| SAN–5 | 904.75 | NE | 892.79 | 8" | PVC |
| | | SW | 892.92 | 8" | PVC |
| SAN–6 | 901.78 | N | 890.33 | 8" | PVC |
| | | SW | 890.40 | 8" | PVC |
| | | SE | 890.58 | 8" | PVC |
| SAN–7 | 901.42 | NW | 890.19 | 8" | PVC |
| | | SW | 890.08 | 8" | PVC |
| | | E | 890.00 | 8" | PVC |
| SAN–8 | 892.03 | NE | 881.72 | 8" | PVC |
| | | W | 882.37 | 4" | PVC |
| | | E | 882.84 | 4" | PVC |
| SAN–9 | 898.50 | NW | 892.52 | 10" | PVC |
| | | NW | 887.82 | 10" | PVC |
| | | SW | 891.95 | 10" | PVC |
| | | SW | 887.77 | 10" | PVC |
| | | SE | 887.55 | 10" | PVC |
| SAN–10 | 900.77 | NE | 892.67 | 8" | DI |
| | | SW | 892.85 | 8" | DI |
| SAN–11 | PAVED OVER | | | | |

**WATER VALVES**

| VALVE No. | RIM ELEVATION | INVERT | ELEVATION | VALVE No. | RIM ELEVATION | INVERT | ELEVATION |
|---|---|---|---|---|---|---|---|
| WV–1 | 901.51 | TN | 897.3 | WV–23 | 902.68 | TN | 899.4 |
| WV–2 | 901.82 | TN | 895.8 | WV–24 | 902.15 | TN | 899.0 |
| WV–3 | 903.13 | TN | 897.4 | WV–25 | 901.63 | TN | 896.5 |
| WV–4 | 903.54 | TN | 899.8 | WV–26 | 902.29 | TN | 898.9 |
| WV–5 | 903.51 | TN | 899.2 | WV–27 | 902.74 | TN | 897.1 |
| WV–6 | 905.58 | TN | 902.1 | WV–28 | 903.17 | TN | 897.8 |
| WV–7 | 906.87 | TN | 900.6 | WV–29 | 901.69 | TN | 898.1 |
| WV–8 | 907.32 | TN | 903.7 | WV–30 | 900.89 | TN | 892.6 |
| WV–9 | 907.62 | TN | 903.2 | WV–31 | 899.00 | TN | 893.4 |
| WV–10 | 908.01 | TN | 903.8 | WV–32 | 899.28 | TN | 893.6 |
| WV–11 | 908.07 | TN | 903.7 | WV–33 | 899.67 | TN | 895.3 |
| WV–12 | 907.22 | TN | 902.6 | WV–34 | 895.40 | TN | 889.9 |
| WV–13 | 910.83 | TN | 906.8 | WV–35 | 898.94 | TN | 893.9 |
| WV–14 | 910.76 | TN | 906.3 | WV–36 | 898.33 | TN | 893.0 |
| WV–15 | 911.71 | TN | 906.8 | WV–37 | 897.95 | TN | 893.4 |
| WV–16 | 911.87 | TN | 906.5 | WV–38 | 898.05 | TN | 893.3 |
| WV–17 | 912.36 | TN | 907.6 | WV–39 | 897.09 | TN | 892.4 |
| WV–18 | 911.87 | TN | 908.0 | WV–40 | 897.41 | TN | 892.8 |
| WV–19 | 911.85 | TN | 907.7 | WV–41 | 893.56 | TN | 889.2 |
| WV–20 | 911.69 | TN | 908.8 | WV–42 | 892.58 | TN | 888.3 |
| WV–21 | 905.96 | TN | 902.0 | WV–43 | 893.09 | TN | 886.7 |
| WV–22 | 903.60 | TN | 899.5 | WV–44 | 891.84 | TN | 887.2 |
| | | | | WV–45 | 901.48 | TN | 894.2 |

TN=TOP NUT OF WATER VALVE

**BENCHMARKS**

| BENCH MARK | ELEVATION | DESCRIPTION |
|---|---|---|
| BM–1 | 906.02 | TOP NUT ON HYDRANT, NORTH CORNER OF MLK BLVD. AND WILSON STREET |
| BM–2 | 898.18 | CUT SQUARE ON CURB SOUTH CORNER OF WILSON ST. AND PICKNEY ST. |
| BM–3 | 892.96 | CUT SQUARE IN FRONT OF STAIRS AT 115 EAST WILSON ST. |
| BM–4 | 910.42 | TOP NUT ON HYDRANT, NORTH CORNER OF PICKNEY ST. AND DOTY ST. |
| BM–5 | 916.09 | TOP NUT ON HYDRANT, NORTH CORNER OF MLK BLVD AND DOTY ST. |
| BM–6 | 905.79 | TOP NUT ON HYDRANT ON CORNER OF DOTY ST. AND KING ST. |

*JSD DOES NOT GUARANTEE THE BENCHMARK ELEVATIONS LISTED ON THIS MAP HAVE NOT BEEN DISTURBED SINCE THE DATE OF THIS SURVEY AND SHOULD BE VERIFIED PRIOR TO CONSTRUCTION ACTIVITIES.

north
0 15' 30' 60'
SCALE: 1" = 30'


JSD Professional Services, Inc.
• Engineers • Surveyors • Planners
"BUILDING RELATIONSHIPS WITH A COMMITMENT TO CLIENT SATISFACTION THROUGH TRUST, QUALITY AND EXPERIENCE"
• CIVIL ENGINEERING
• SURVEYING & MAPPING
• CONSTRUCTION SERVICES
• WATER RESOURCES
• PLANNING & DEVELOPMENT
• TRANSPORTATION ENGINEERING
• STRUCTURAL ENGINEERING
• LANDSCAPE ARCHITECTURE
MADISON REGIONAL OFFICE
161 HORIZON DRIVE, SUITE 101
VERONA, WISCONSIN 53593
608.848.5060 PHONE | 608.848.2255 FAX
MADISON | MILWAUKEE
KENOSHA | APPLETON
www.jsdinc.com


SERVICES PROVIDED TO:

CITY OF MADISON
215 MARTIN LUTHER KING, JR. BLVD.
MADISON, WI 53701–2983

PROJECT:
JUDGE DOYLE SQUARE

PROJECT LOCATION:
CITY OF MADISON
DANE COUNTY, WI

JSD PROJECT NO.: 15–6867–MAD

SEAL/SIGNATURE:

ALTHOUGH EVERY EFFORT HAS BEEN MADE IN PREPARING THESE PLANS AND CHECKING THEM FOR ACCURACY, THE CONTRACTOR AND SUBCONTRACTORS MUST CHECK ALL DETAIL AND DIMENSIONS OF THEIR TRADE AND BE RESPONSIBLE FOR THE SAME.

DESIGN:
DRAWN: JK 06–03–15
APPROVED: MB 06–03–15

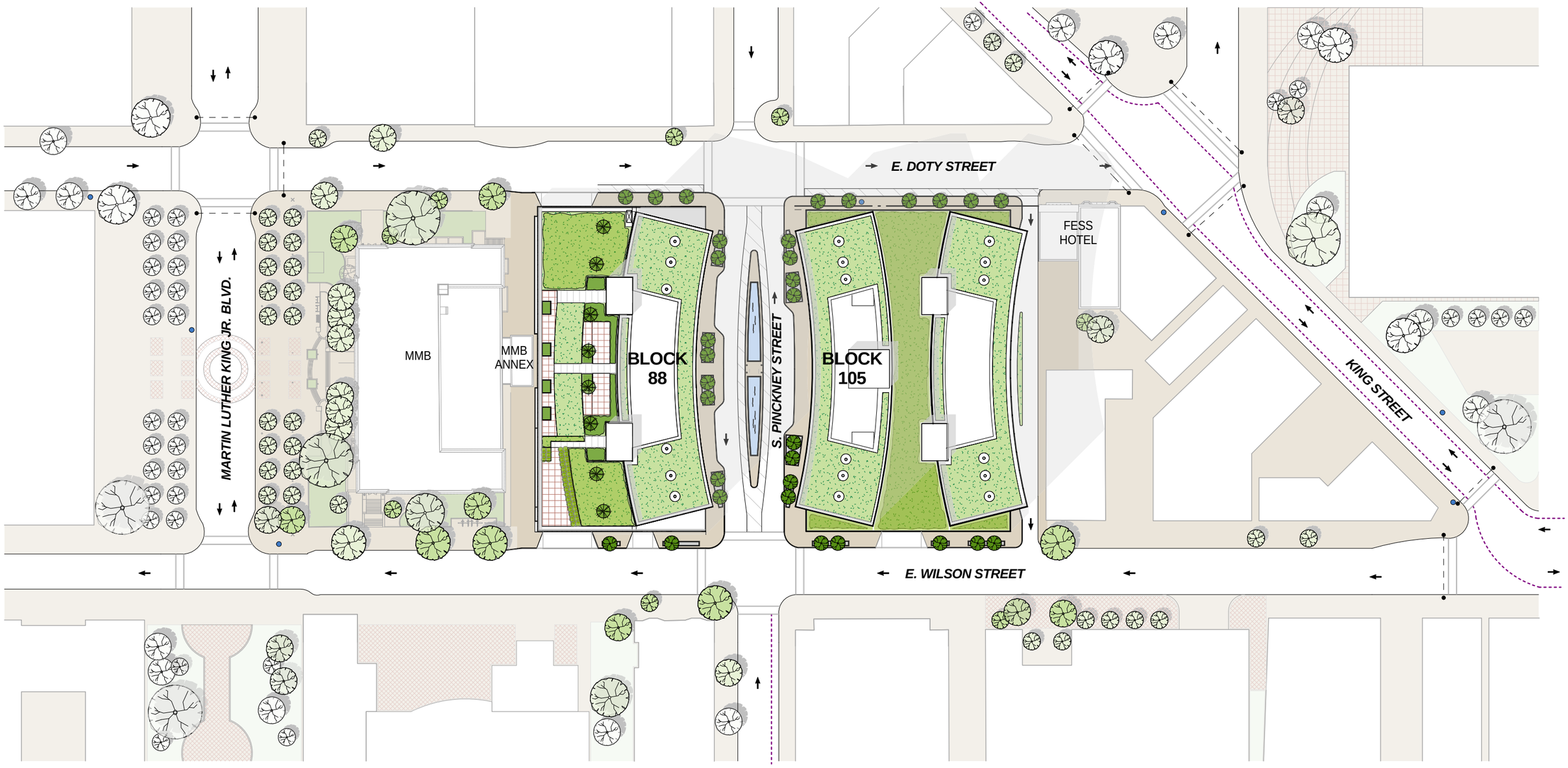
PLAN MODIFICATIONS:

DIGGERS HOTLINE
Call 811 or (800) 242–8511
Milwaukee Area (262) 432–7910
Hearing Impaired TDD (800) 542–2289
www.DiggersHotline.com

SHEET TITLE:
ALTA\ACSM LAND TITLE SURVEY

MAP NO: E–245

SHEET NUMBER: 1




**NOTE:** **AVERAGE ELEVATION FOR BLOCK 88 BUILDING HEIGHT = 903.5'**

BLOCK 105

BIKE LANE

3' - 0"

ADDITIONAL 3' RIGHT OF WAY FOR CITY BIKE LANE

SIDEWALK

HOTEL ENTRY

6' - 6"

8' - 8"

PROPERTY LINE

ROLL CURB
LOADING, TAXI, SHUTTLE ZONE

19' - 0"

SOUTH PINCKNEY STREET

BIKE SCULPTURE / FOUNTAIN

PARKING GARAGE BELOW

BIKE LANE

6' - 0"

+906'-5"

12' - 0"

+905'-6"

15' - 0"

+900'-6"

+899'-6"

18' - 0"

12' - 0"

BIKE LANE

6' - 0"

6' - 0"

1' - 6"

18' - 0"

50' - 0"

50' - 0"

53' - 7"

11' - 0"

LOADING, TAXI, SHUTTLE ZONE ROLL CURB

LOADING, TAXI, SHUTTLE ZONE ROLL CURB

9' - 1"

8' - 7"

EL + 907' - 0"

PROPERTY LINE

EL + 900' - 0"

5' - 7"

RETAIL ENTRY

1:26

1:35

5' - 7"

RETAIL ENTRY

EL + 905' - 0"

APARTMENT ENTRY

SIDEWALK

1:26

EL + 901' - 6"

RETAIL ENTRY

EAST DOTY STREET

BIKE LANE

BLOCK 88

LOADING

EAST WILSON STREET

1-09

LVDA FOR CITY OF MADISON AND BEITLER REAL ESTATE

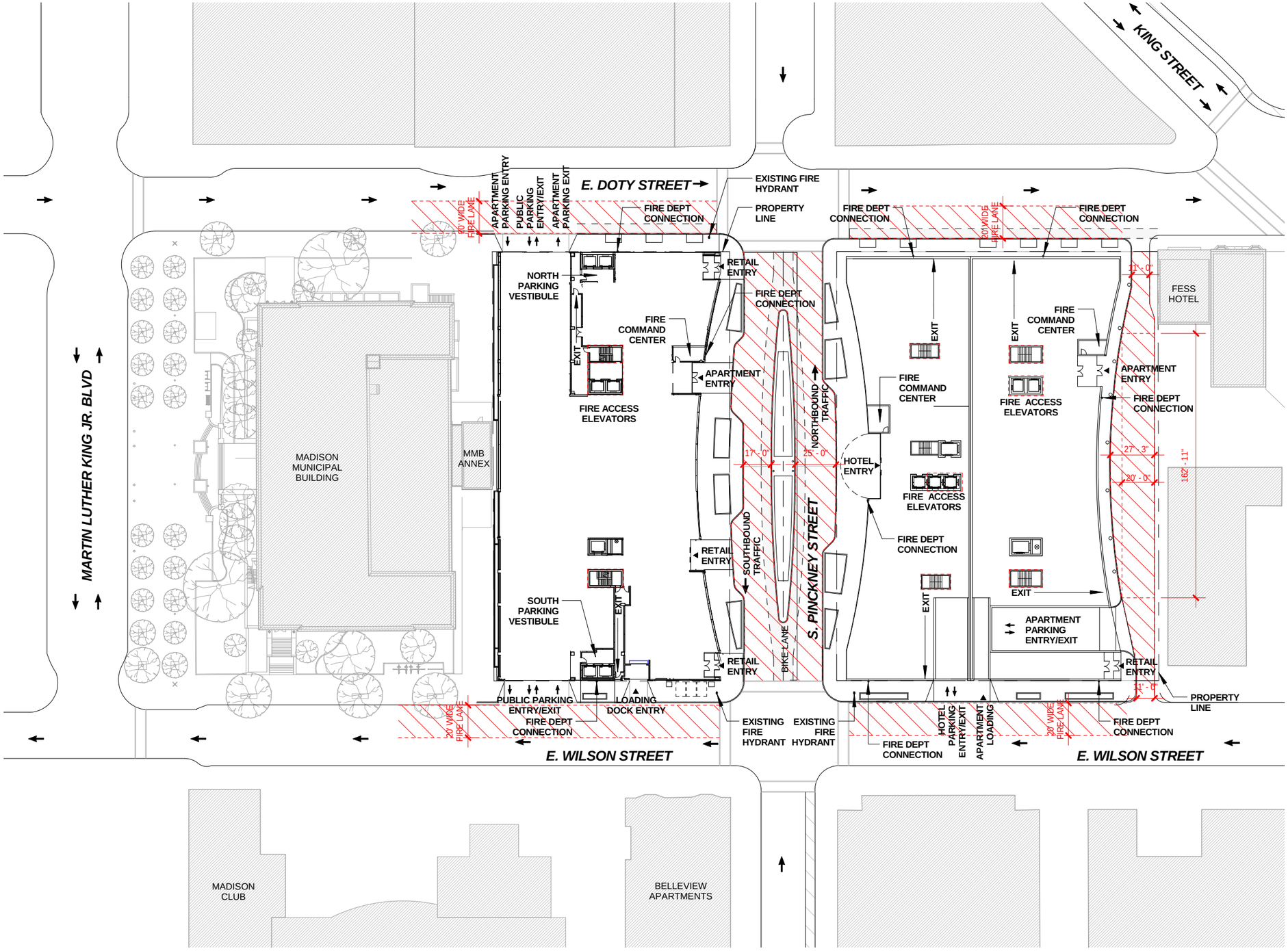
PINCKNEY STREET SITE PLAN

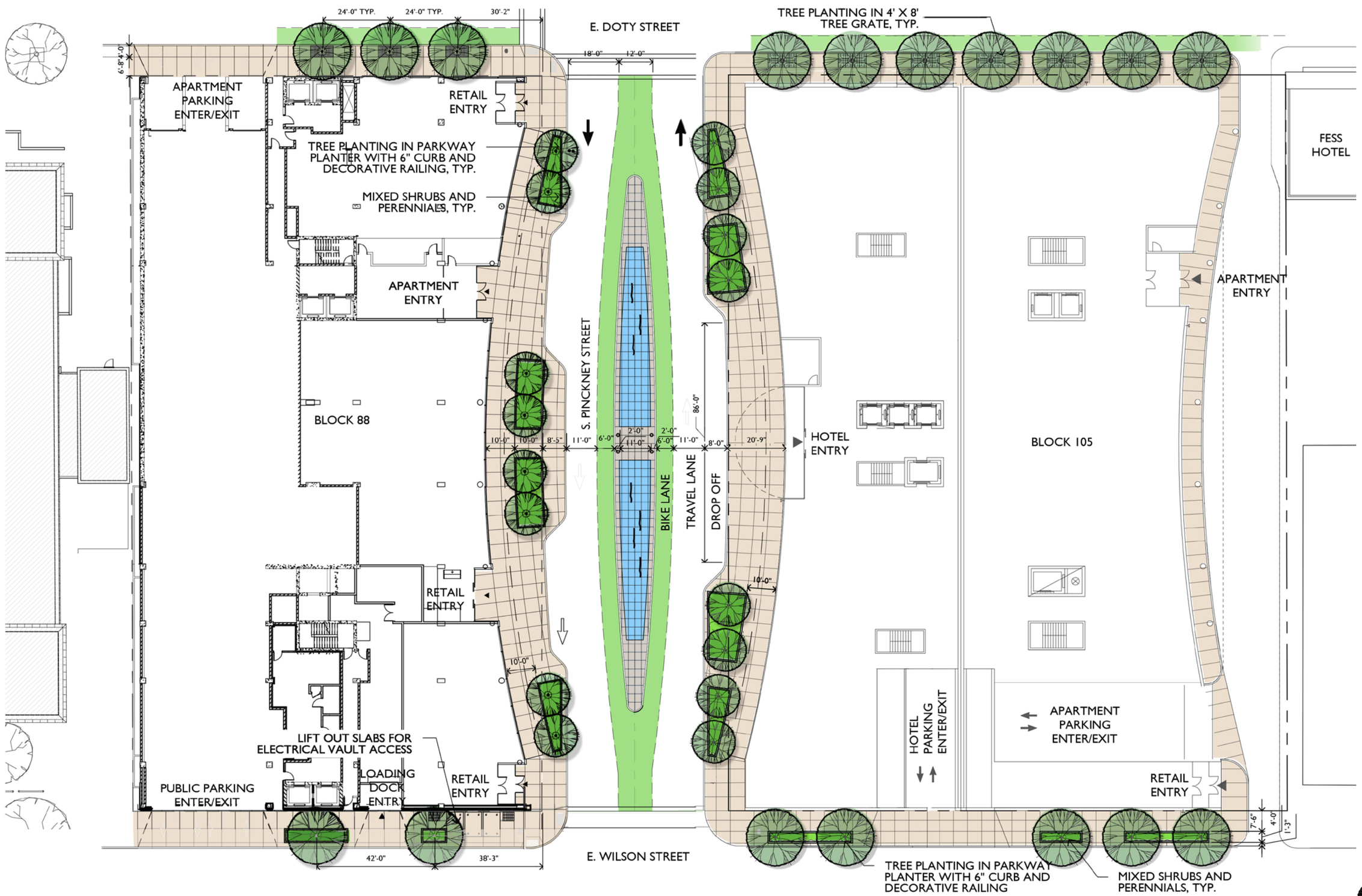
SCALE: 1" = 20'-0"

lothan van hook destefano ARCHITECTURE LLC

JUDGE DOYLE SQUARE - SECTION 1 - GENERAL INFORMATION

FEBRUARY 22, 2017


KING STREET
E. DOTY STREET
EXISTING FIRE HYDRANT
PROPERTY LINE
FIRE DEPT CONNECTION
20' WIDE FIRE LANE
APARTMENT PARKING ENTRY
PUBLIC PARKING ENTRY/EXIT
APARTMENT PARKING EXIT
NORTH PARKING VESTIBULE
RETAIL ENTRY
FIRE COMMAND CENTER
EXIT
APARTMENT ENTRY
FIRE ACCESS ELEVATORS
NORTHBOUND TRAFFIC
HOTEL ENTRY
FESS HOTEL
MARTIN LUTHER KING JR. BLVD
MADISON MUNICIPAL BUILDING
MMB ANNEX
SOUTH PARKING VESTIBULE
SOUTHBOUND TRAFFIC
S. PINCKNEY STREET
BIKE LANE
APARTMENT PARKING ENTRY/EXIT
HOTEL PARKING ENTRY/EXIT
APARTMENT LOADING
PUBLIC PARKING ENTRY/EXIT
LOADING DOCK ENTRY
EXISTING FIRE HYDRANT
E. WILSON STREET
MADISON CLUB
BELLEVIEW APARTMENTS
162' - 11"
27' - 3"
20' - 0"
17' - 0"
25' - 0"
11' - 0"
41' - 0"

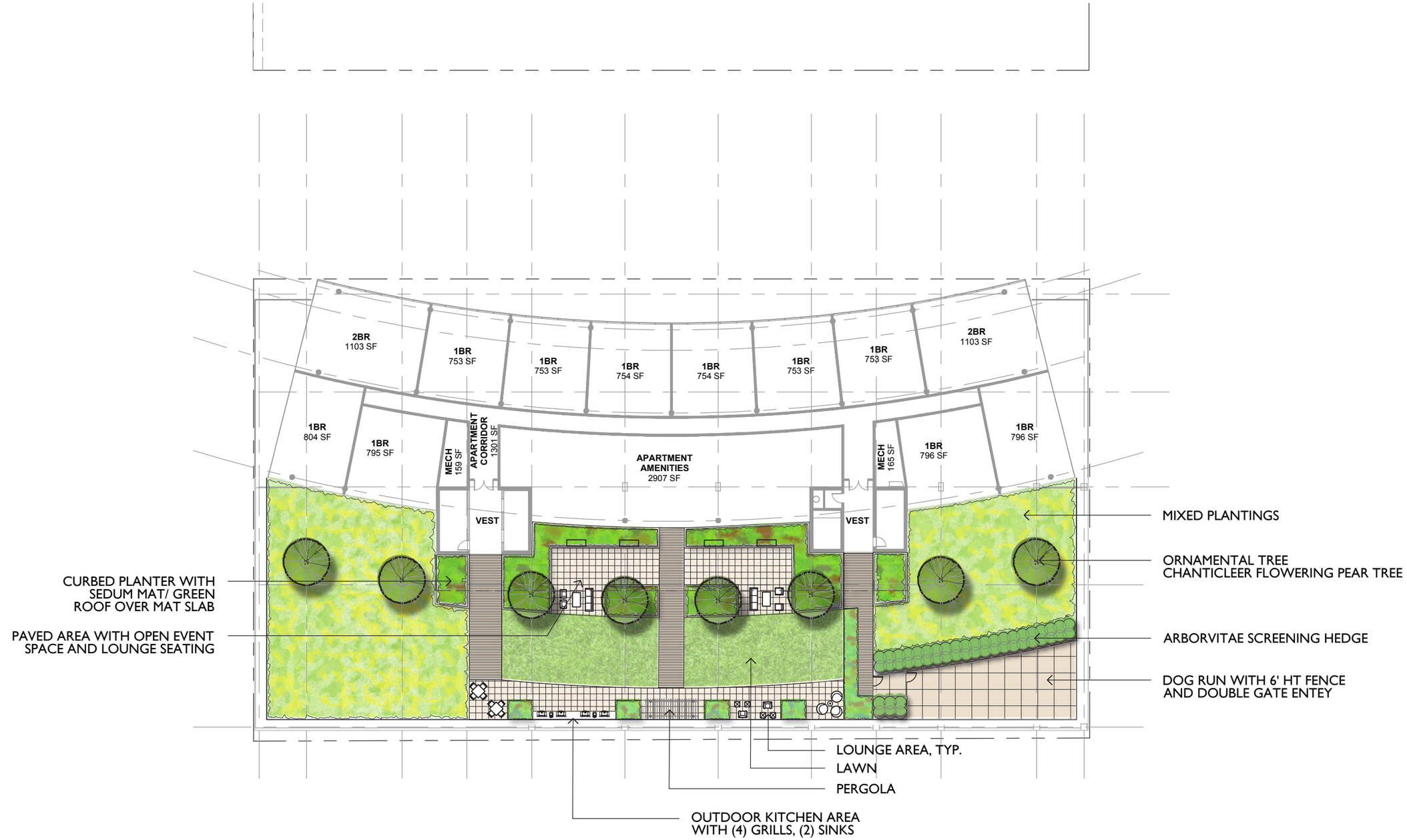


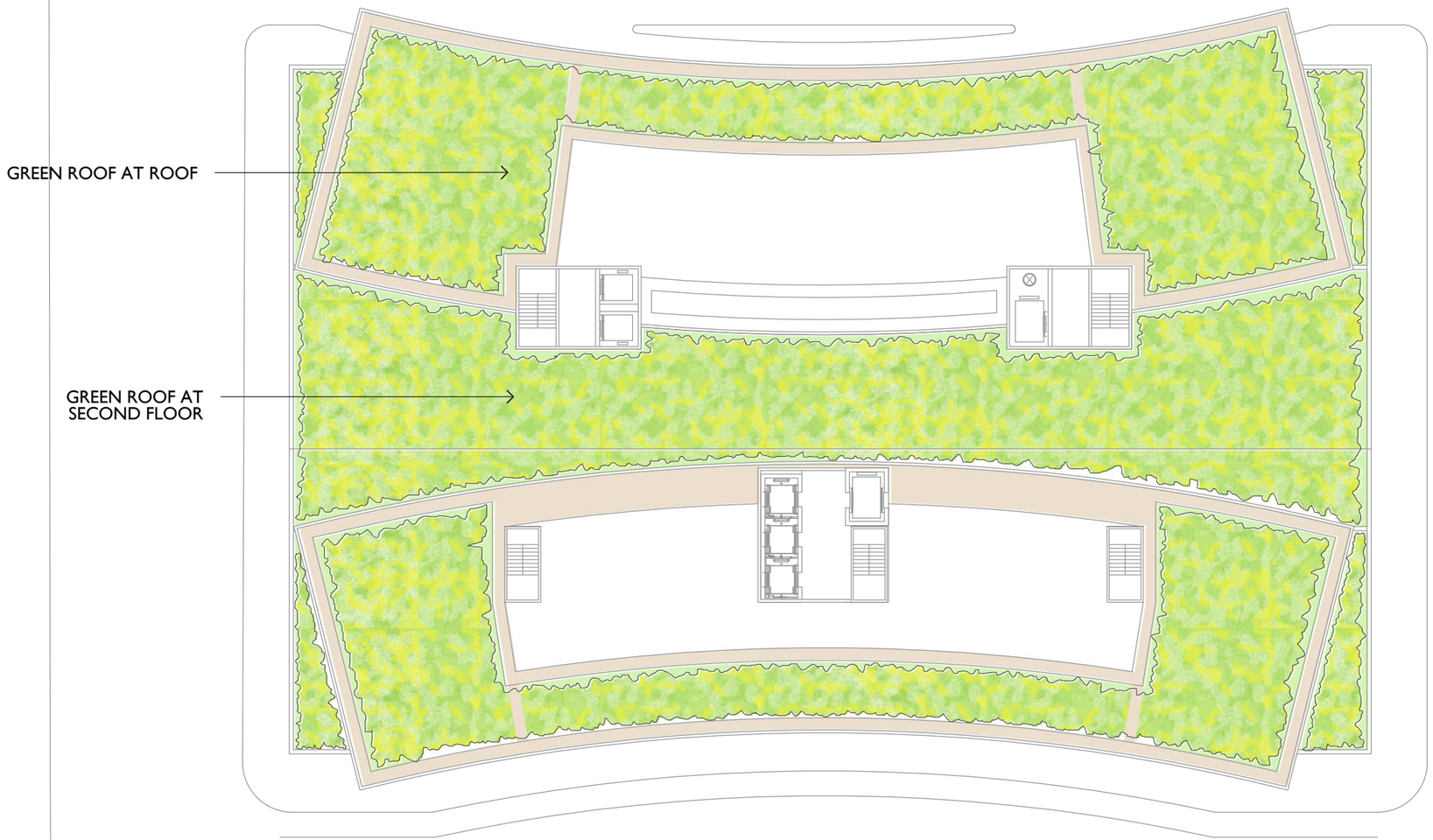

LVDA *FOR CITY OF MADISON AND BEITLER REAL ESTATE*

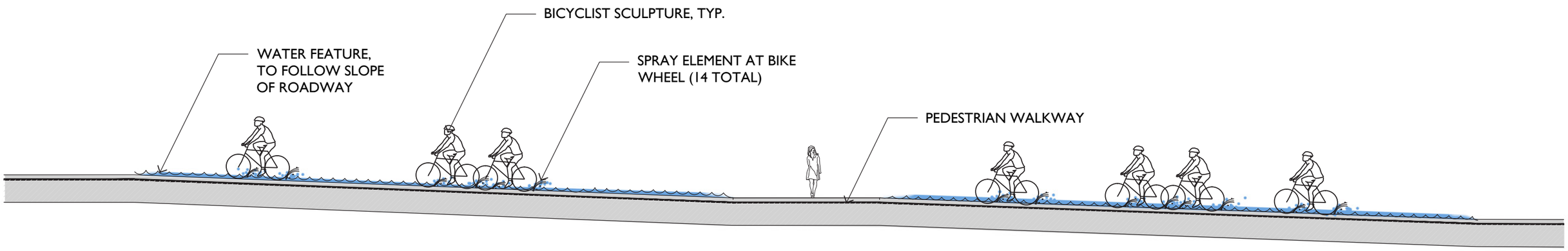
GROUND FLOOR LANDSCAPE PLAN

SCALE: 1/32" = 1'-0"

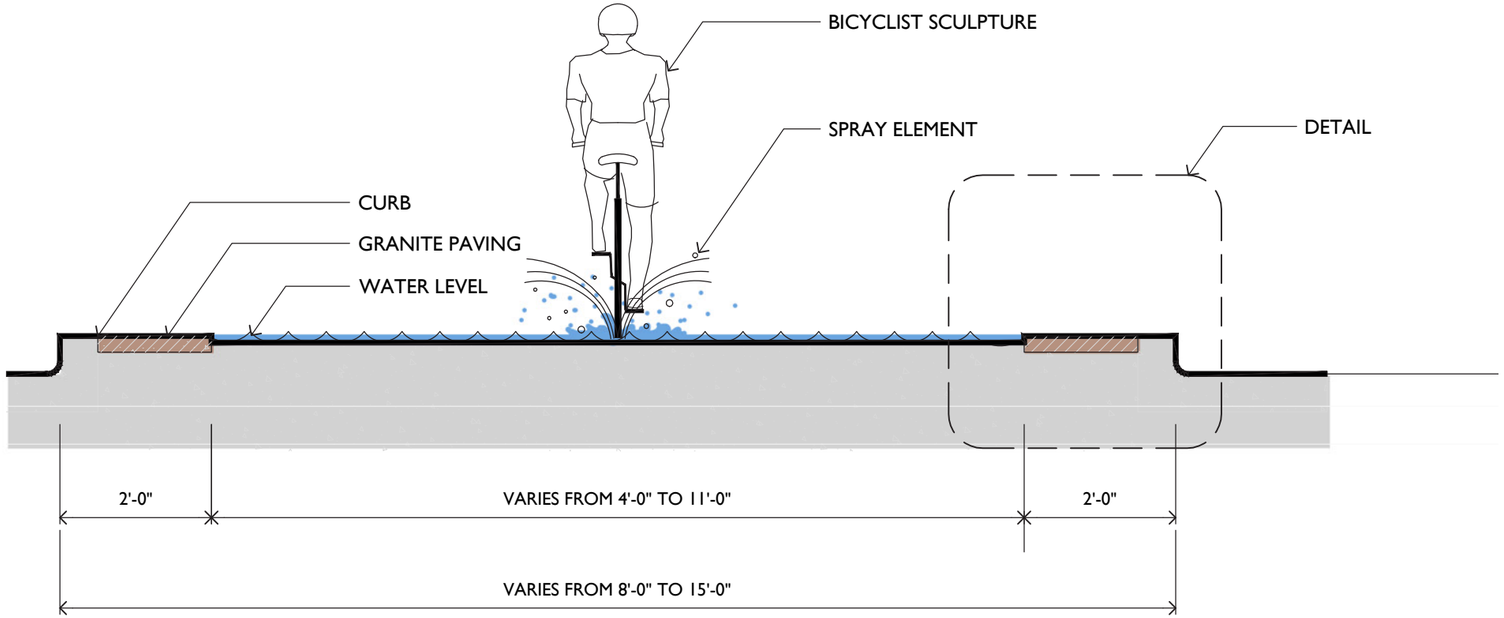

lothan van hook destefano
ARCHITECTURE LLC
WOLFF LANDSCAPE ARCHITECTURE, INC.


2BR
1103 SF
1BR
753 SF
1BR
753 SF
1BR
754 SF
1BR
754 SF
1BR
753 SF
1BR
753 SF
2BR
1103 SF
1BR
804 SF
1BR
795 SF
MECH
159 SF
APARTMENT
CORRIDOR
1301 SF
APARTMENT
AMENITIES
2907 SF
MECH
165 SF
1BR
796 SF
1BR
796 SF
VEST
VEST
CURBED PLANTER WITH SEDUM MAT/ GREEN ROOF OVER MAT SLAB
PAVED AREA WITH OPEN EVENT SPACE AND LOUNGE SEATING
MIXED PLANTINGS
ORNAMENTAL TREE
CHANTICLEER FLOWERING PEAR TREE
ARBORVITAE SCREENING HEDGE
DOG RUN WITH 6' HT FENCE
AND DOUBLE GATE ENTEY
LOUNGE AREA, TYP.
LAWN
PERGOLA
OUTDOOR KITCHEN AREA
WITH (4) GRILLS, (2) SINKS

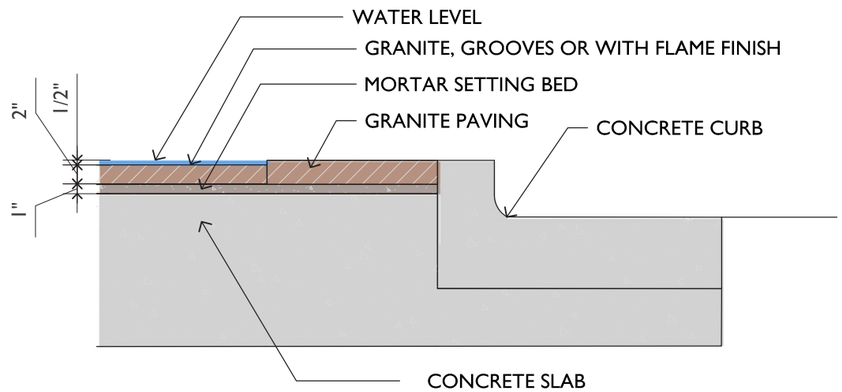

GREEN ROOF AT ROOF
GREEN ROOF AT SECOND FLOOR




SECTION THROUGH WATER FEATURE ON LONG AXIS
SCALE: 1/32" = 1'-0"




**2** SECTION THROUGH WATER FEATURE ON SHORT AXIS
SCALE: 1/2" = 1'-0"




**3** CONCEPT DETAIL
SCALE: 3/4" = 1'-0"

## TREES

CHANTICLEER PEAR

## SHRUBS

BOXWOOD

DWARF FOTHERGILLA

MAGIC CARPET SPIREA

## ORNAMENTAL GRASSES

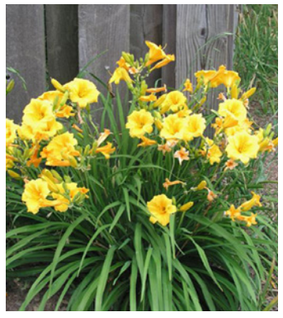
VARIEGATED FEATHER REED GRASS

PENNSYLVANIA SEDGE

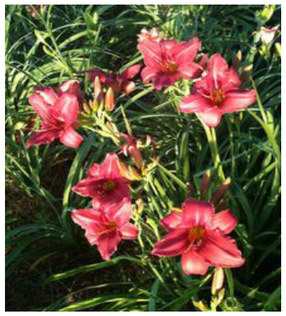
JAZZ LITTLE BLUESTEM

LITTLE ARROW LITTLE BLUE-STEM

## PERENNIALS



STELLA DE ORO DAYLILLY



BAJA DAYLILY

FIRST FROST HOSTA

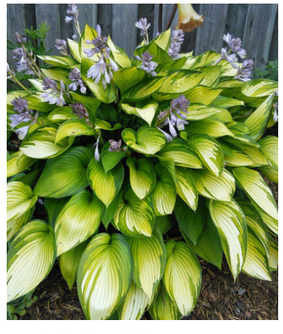
SUMMER BEAUTY ALLIUM

CATMINT

PERENNIAL GERANIUM

MOONBEAM THREADLEAF COREOPSIS

HAMELN DWARF FOUNTAIN GRASS



JUNE FEVER HOSTA

RUSSIAN SAGE

FIRE STAR CARNATION

GRO LOW FRAGRANT SUMAC

NEW JERSEY TEA

LEMONJADE SEDUM