

January 3, 2012



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City Plan Commission  
City of Milwaukee Development Center  
809 N. Broadway  
Milwaukee, Wisconsin 53202

**RE: Owner's Statement of Intent  
BMO/Harris/M&I Bank- Knapp Street Remote Parking Lot**

BMO/Harris/M&I Bank currently owns property on the north side of Knapp St that extends from Water St on the west to Broadway on the east. This property, as well as an additional lot bounded by Knapp, Water and Juneau Streets, has been in use by BMO/Harris/M&I as a remote parking lot for its employees who work at the Water St headquarters since before the Park East Freeway was demolished. BMO/Harris/M&I operates its own shuttle service between the Water St property and the parking lots for the benefit of its employees. The existing parking facilities meet all of the current needs of the bank and its employees, and BMO/Harris/M&I has no need of their own to alter the current configuration or upgrade facilities.

BMO/Harris/M&I was approached by Milwaukee School of Engineering (MSOE) with a proposal to acquire some or all of the existing Knapp St parking lot. Because MSOE's intention is to construct a facility that BMO/Harris/M&I believes is in the best interest of the City of Milwaukee, the bank has agreed to investigate options to reconfiguring its parking lot to accommodate the MSOE project. Through a series of land transactions and subsequent reconfiguration of its parking lot, BMO/Harris/M&I is helping to create the space required by MSOE for the development of its own new sports venue for downtown Milwaukee. The site of the reconfigured parking lot will be bordered by Knapp, Water and Market Streets.

This undertaking by BMO/Harris/M&I, in support of MSOE's development, will be done at substantial cost to the bank and will ultimately result in fewer parking spaces than currently exist on-site. In addition to downsizing its existing facility to accommodate MSOE, BMO/Harris/M&I will be adding substantial landscaping to what is currently a vacant property consisting of hard-packed gravel and weeds. It is the bank's intent to soften the look of the parking lot as much as feasible via perimeter landscape screening to make the development more appealing and pedestrian friendly.

Subsequent to completion of the land swap agreement with Milwaukee County, site development and construction will occur in three phases. First phase site work will commence with the start of MSOE's development. The eastern portion of the existing lot will be turned over to MSOE for the start of construction. The western portion of the existing lot (west of Market St.) will continue to be used by BMO/Harris/M&I as surface parking, with vehicular access coming in from the east.

Second phase site work will occur once MSOE's development is completed. BMO/Harris/M&I's remaining surface parking area will be demolished, all fencing removed and the entire site restored with topsoil, reseeded with turf and planted with trees at the corners of the property creating an "urban green-space". For interim parking, the bank has negotiated the use of parking spaces within MSOE's new structure. This "urban green-space" condition (no on-site parking) will remain for at least five years after completion of the second phase improvements, unless new vertical commercial development occurs on the site sooner.



The third and final phase of site work will occur once BMO/Harris/M&I discontinues leasing structured spaces from MSOE. Final construction will include any environmental remediation if necessary. As well, all remaining parking lot construction will be completed, including site utilities, site lighting, parking striping, paving, landscaping, signage, electrical and access control. At its completion, the reconfigured parking facility will continue to be used for remote parking, accessory to the main office tower at 770 North Water Street. Vehicular access to the parking lot will be via secure access gates controlled by building ID badges. The only site signage will be to indicate that the lot is for private use.

The reconfigured parking lot will not need to be manned by personnel, but there will be a small prefabricated shelter structure near the south end of an interior parking island to hold 12-15 people. Attached to the north end of the bus shelter will be an enclosed, lockable room that will house the required electrical panel and data needs for the access control and security equipment. The shelter / electrical room will have a total footprint of approximately 100 SF.

The parking lot hours of operation will be during normal business hours, Monday through Friday. Since this parking lot is used as auxiliary parking, there is not a concentrated rush of vehicles at any one time trying to enter the site. There are currently no queuing backups on Knapp St where the single existing entrance to the current lot is located. Since there is no increased traffic load expected and a second entry is being added, we do not anticipate any future traffic queuing issues on either Knapp or Market St.

In addition to doubling the number of access points, the Market St. entrance location has been coordinated to align with the MSOE project to make the street as safe as possible.

Lastly, as part of BMO/Harris/M&I's on-going sustainable business practices, all of the parking lot light fixtures are to use LED lamping to provide lower, more evenly distributed light levels and less energy usage.

Site Statistics:

Site Area:	67,728 SF (1.56 acres)
Parking Quantities:	220 on existing lot 167 on proposed reconstruction (loss of 53 spaces)
Impervious Surface:	55,147 SF (81.42% of site)
Green Space:	12,581 SF (18.58% of site)

Please feel free to contact me if you have any questions.

Sincerely,  
ZIMMERMAN Architectural Studios, Inc.



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