



City of Madison

Proposed Conditional Use, Demolition and Certified Survey Map

Location
1002 -1046 East Washington Avenue

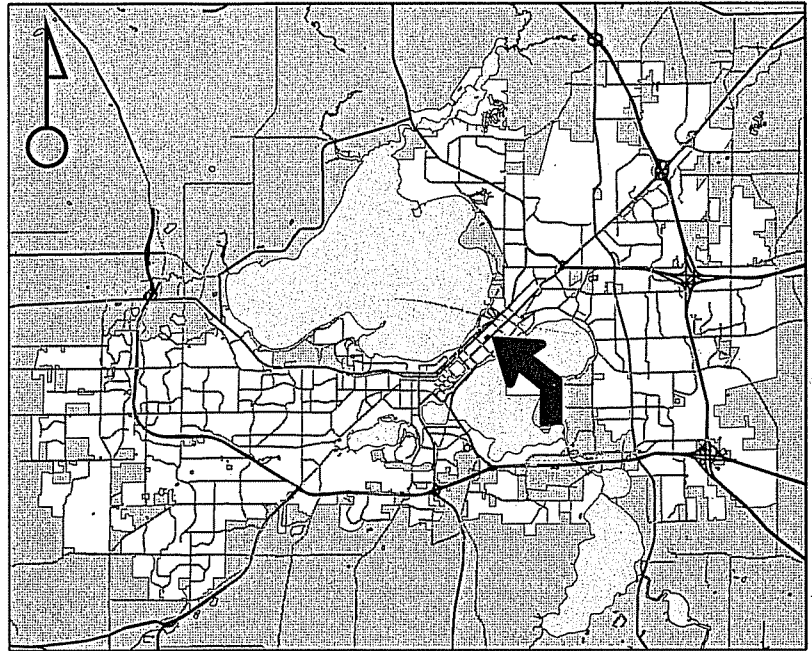
Project Name
Stonehouse Mixed-Use Project

Applicant
Rich Arnesen/Jonathan Parker-
Eppstein Uhen Architects

Existing Use
Industrial buildings

Proposed Use
Demolish industrial buildings to construct mixed-use building containing 55,600 sq. ft. of office, 23,300 sq. ft. of commercial space & 198 dwelling units and 3 mixed-use lots

Public Hearing Date
Plan Commission
11 January 2016



For Questions Contact: Kevin Firchow at: 267-1150 or kfirchow@cityofmadison.com or City Planning at 266-4635



Scale : 1" = 400'

City of Madison, Planning Division : RPJ : Date : 05 January 2016

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LAND USE APPLICATION

CITY OF MADISON

215 Martin Luther King Jr. Blvd; Room LL-100
PO Box 2985; Madison, Wisconsin 53701-2985
Phone: 608.266.4635 | Facsimile: 608.267.8739

- All Land Use Applications should be filed with the Zoning Administrator at the above address.
- The following information is required for all applications for Plan Commission review except subdivisions or land divisions, which should be filed using the Subdivision Application.
- This form may also be completed online at:
www.cityofmadison.com/developmentcenter/landdevelopment

FOR OFFICE USE ONLY:	
Amt. Paid _____	Receipt No. _____
Date Received _____	
Received By _____	
Parcel No. _____	
Aldermanic District _____	
Zoning District _____	
Special Requirements _____	
Review Required By:	
<input type="checkbox"/> Urban Design Commission	<input type="checkbox"/> Plan Commission
<input type="checkbox"/> Common Council	<input type="checkbox"/> Other: _____

Form Effective: February 21, 2013

1. **Project Address:** 1000 East Washington Ave. Madison, WI 53703

Project Title (if any): Stone House Mixed Use at the Madison Dairy site

2. **This is an application for (Check all that apply to your Land Use Application):**

- Zoning Map Amendment from _____ to _____
- Major Amendment to Approved PD-GDP Zoning Major Amendment to Approved PD-SIP Zoning
- Review of Alteration to Planned Development (By Plan Commission)
- Conditional Use, or Major Alteration to an Approved Conditional Use
- Demolition Permit
- Other Requests: _____

3. Applicant, Agent & Property Owner Information:

Applicant Name: Jonathan Parker **Company:** Eppstein Uhen Architects
Street Address: 309 W. Johnson St. Suite 202 **City/State:** Madison, WI **Zip:** 53703
Telephone: (608) 442-5350 **Fax:** () **Email:** jonathanp@eua.com

Project Contact Person: Paul Raisleger **Company:** Eppstein Uhen Architects
Street Address: 309 W. Johnson St. Suite 202 **City/State:** Madison, WI **Zip:** 53703
Telephone: (608) 442-5350 **Fax:** () **Email:** paulr@eua.com

Property Owner (if not applicant): Rich Arnesen
Street Address: 625 N. Segoe Rd #107 **City/State:** Madison, WI **Zip:** 53703

4. Project Information:

Provide a brief description of the project and all proposed uses of the site: An 11 story, mixed-use high rise building, with commercial on the first 3 floors and apartments above. Town homes and affordable housing will be along Mifflin St, and parking will be in the center of the complex.

Development Schedule: Commencement Spring 2016 Completion Phase 1 - Summer 2017, Phase 2 - Summer 2018

5. Required Submittal Information

All Land Use applications are required to include the following:

Project Plans including:*

- Site Plans (fully dimensioned plans depicting project details including all lot lines and property setbacks to buildings; demolished/proposed/altere buildings; parking stalls, driveways, sidewalks, location of existing/proposed signage; HVAC/Utility location and screening details; useable open space; and other physical improvements on a property)
- Grading and Utility Plans (existing and proposed)
- Landscape Plan (including planting schedule depicting species name and planting size)
- Building Elevation Drawings (fully dimensioned drawings for all building sides, labeling primary exterior materials)
- Floor Plans (fully dimensioned plans including interior wall and room location)

Provide collated project plan sets as follows:

- **Seven (7) copies** of a full-sized plan set drawn to a scale of 1 inch = 20 feet (folded or rolled and stapled)
- **Twenty Five (25) copies** of the plan set reduced to fit onto 11 X 17-inch paper (folded and stapled)
- **One (1) copy** of the plan set reduced to fit onto 8 ½ X 11-inch paper

* For projects requiring review by the **Urban Design Commission**, provide **Fourteen (14) additional 11x17 copies** of the plan set. In addition to the above information, all plan sets should also include: 1) Colored elevation drawings with shadow lines and a list of exterior building materials/colors; 2) Existing/proposed lighting with photometric plan & fixture cutsheet; and 3) Contextual site plan information including photographs and layout of adjacent buildings and structures. The applicant shall bring samples of exterior building materials and color scheme to the Urban Design Commission meeting.

Letter of Intent: Provide one (1) Copy per Plan Set describing this application in detail including, but not limited to:

- | | | |
|---|---|--|
| • Project Team | • Building Square Footage | • Value of Land |
| • Existing Conditions | • Number of Dwelling Units | • Estimated Project Cost |
| • Project Schedule | • Auto and Bike Parking Stalls | • Number of Construction & Full-Time Equivalent Jobs Created |
| • Proposed Uses (and ft ² of each) | • Lot Coverage & Usable Open Space Calculations | • Public Subsidy Requested |
| • Hours of Operation | | |

Filing Fee: Refer to the Land Use Application Instructions & Fee Schedule. Make checks payable to: *City Treasurer*.

Electronic Submittal: All applicants are required to submit copies of all items submitted in hard copy with their application as Adobe Acrobat PDF files on a non-returnable CD to be included with their application materials, or by e-mail to pcapplications@cityofmadison.com.

Additional Information may be required, depending on application. Refer to the Supplemental Submittal Requirements.

6. Applicant Declarations

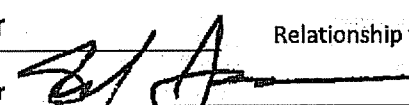
Pre-application Notification: The Zoning Code requires that the applicant notify the district alder and any nearby neighborhood and business associations in writing no later than **30 days prior to FILING this request**. List the alderperson, neighborhood association(s), and business association(s) AND the dates you sent the notices:
Ledell Zellers, Tenney Lapham Neighborhood Association meeting October 1, 2015

→ If a waiver has been granted to this requirement, please attach any correspondence to this effect to this form.

Pre-application Meeting with Staff: Prior to preparation of this application, the applicant is required to discuss the proposed development and review process with Zoning and Planning Division staff; note staff persons and date.

Planning Staff: Al Martin Date: 9-3-2015 Zoning Staff: Heather Stouder Date: 10-19-2015

The applicant attests that this form is accurately completed and all required materials are submitted:

Name of Applicant Jonathan Parker Relationship to Property: Architect
Authorizing Signature of Property Owner  Date 9/21/2015



City of Madison
Zoning Administrator
215 Martin Luther King Jr. Blvd; Room LL-100
Madison, WI 53701

October 21, 2015

Stone House Mixed Use Project, 1000 E Washington Ave, Land Use Application Letter of Intent

Project Intent

This project continues the revitalization of the neighborhoods along East Washington Avenue by replacing a vacant obsolete dairy processing facility with Affordable, family oriented low density housing on Mifflin Street, and neighborhood retail, Office, and market rate apartments oriented to East Washington Avenue. Landscaping and site amenities are provided at street level on E. Washington, Brearly, and Mifflin Streets. Plaza level and rooftop level outdoor landscaped amenity spaces are provided for building occupants. This project provides internal, concealed automobile parking and internal bicycle parking for residents, office tenants, retail workers, and retail customers. Automobile and bicycle parking counts are provided at levels to support uses on site, and are compliant with zoning requirements. No automobile traffic is routed to or from Mifflin Street. A right turn entrance only is provided on E Washington Street, and an exit only is provided on Ingersoll Street.

This site is in Urban Design District 8, and its design incorporates the principles defined for this district, including, but not limited to:

- Concealed parking
- Pedestrian friendly landscape, hardscape and lighting design at street level
- Four sided architectural design, incorporating style, detailing, massing & fenestration aspects complying with the principles outlined in the UDD 8 guidelines
- Exterior materials include brick, stone, metal panel & glass for primary surfaces
- Setbacks, stepbacks, and numbers of stories are compliant with UDD 8 requirements
- The 11th story amenity space size and function is compliant with the zoning parameters that the City intends to implement for this type of feature

Project Team

Owner/Developer: Stone House Development

625 N. Segoe Rd, Suite 107

Madison, WI 53705

Project Representative: Rich Arnesen

Phone number: (608) 251-6000

Architect: Eppstein Uhen Architects

309 W Johnson St., Suite 202

Madison, WI 53703

Project Representative: Jonathan Parker

Phone number: (608) 442-5350

Structural Engineer: Pierce Engineers

10 West Mifflin Street, Suite 205

Madison, WI 53703

333 E. Chicago St.
Milwaukee, WI 53202
414 271 5350 : main
414 271 7794 : fax

222 W. Washington Ave.
Suite 650
Madison, WI 53703
608 442 5350 : main
608 442 6680 : fax



Name: Stone House Mixed Use Project, 1000 E Washington Ave

Date: 10-21-15

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Project Representative: Seth Pfeil

Phone number: (608) 256-7304

Landscape Designer: Ken Saiki Design

303 South Paterson Street, Suite 1

Madison, WI 53703

Project Representative: Ken Saiki

Phone number: (608) 251-3600

Civil Engineer: Vierbicher

999 Fourier Drive, Suite 201

Madison, Wisconsin 53717

Project Representative: Randall T. Kolinske, PE, LEED-AP

Phone number: (608) 826-0532

Lighting Design: JDR Engineering

5525 Nobel Drive, Suite 110

Madison, WI 53711

Phone number: 608-277-1728

Project Representative: Mike Klubertanz

(608) 251-3600

Constructor: Stevens Construction

2 Buttonwood Court

Madison, WI 53718

Project Representative: Brian Wagner

Phone number: (608) 222-5100

Existing Conditions

This site currently includes the vacant Madison Dairy Buildings, vacant surface parking, and an operation Car X automobile service center. The Madison Dairy buildings (which are neither architecturally significant, nor historic) will be remediated and demolished. The Car X automobile service center use will be accommodated as a new tenant space in the new mixed use facility facing E. Washington Avenue, and the existing Car X automobile service center will be remediated and demolished.

The internal site boundaries will be re-organized via a certified survey map (CSM) to reflect the boundaries of the new development.

This site is currently zoned TE Traditional Employment. This project is seeking a Conditional Use under this zoning designation and is creating a project that complies with the current zoning.

Project Schedule

Construction start retail, office, parking, market rate housing: Spring 2016

Construction start affordable housing: Fall 2016

Construction completion retail, office, parking, market rate housing: Summer 2017

Construction completion affordable housing: Fall 2017

Proposed Uses & Areas

Retail (includes Maker Space & Car X): 23,280 sf gross, first story

Office: 55,614 sf, second and third story

Parking Garage: 125,970 sf gross, 3 tiers

Market Rate Apartments (includes ground level lobby, loading bay, & 11th floor amenities):

154,366 sf gross, fourth thru 11th stories

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Name: Stone House Mixed Use Project, 1000 E Washington Ave

Date: 10-21-15

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Affordable Apartments & Townhomes (includes separate lobby): 69,881 sf, 4 stories

Hours of Operation

Retail/restaurant: 7 am to 12 midnight, 7 days a week

Office: 7 am to 6 pm Monday thru Friday

Housing: 24 hours a day, 7 days a week

Building Square Footage

Total Building area: 429,111 sf

Number of Dwelling Units

Market Rate Apartments, 133 Units

Affordable Apartments & Townhomes, 65 Units

Auto and Bike Parking Stalls

Enclosed Auto Parking Garage: 358 spaces

Enclosed (Long-Term) Bicycle Parking: 216 spaces

Exterior (Short Term) Bicycle Parking: 76 spaces

Lot Coverage and Useable Open Space Calculations

Traditional Employment District has an 85% lot coverage maximum

Size of Lot: 108,730 sf

Building Footprint: 80,975 sf

Pervious area at grade: 10,870 sf

Planted area at plaza level: 10,950 sf

Planted area at rooftop level: 675 sf

Lot Coverage Max allowed: 92,420 sf

Lot Coverage provided: 86,235 sf

Value of Land

\$2,500,000

Estimated Project Cost

Approximately \$50,000,000

Number of Construction & Full Time Equivalent Jobs Created

It is estimated that this project will employ approximately 350 construction workers during the building phase, will provide an opportunity for 30 potential new FTE jobs in the new retail spaces, and provides the office tenants more space so they can grow from 140 employees to 175 employees.

Public Subsidy Requested

\$5,400,000 in Tax Incremental Financing

\$1,100,000 in Affordable Housing Initiative Funds

Please contact me if you have any questions about this submittal,

Thanks,

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Name: Stone House Mixed Use Project, 1000 E Washington Ave

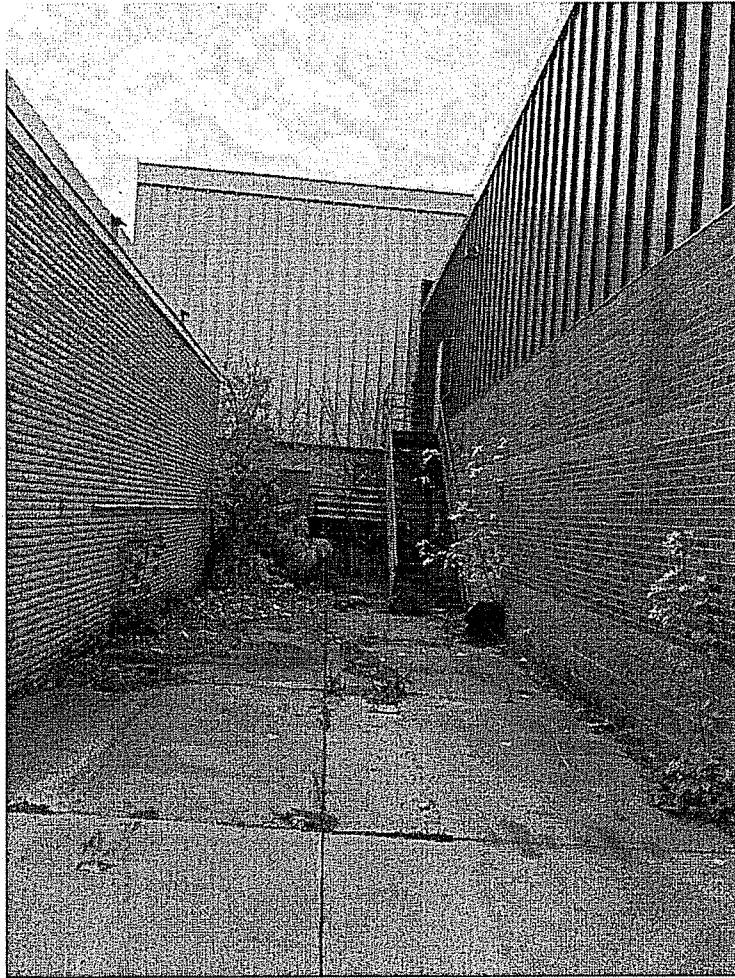
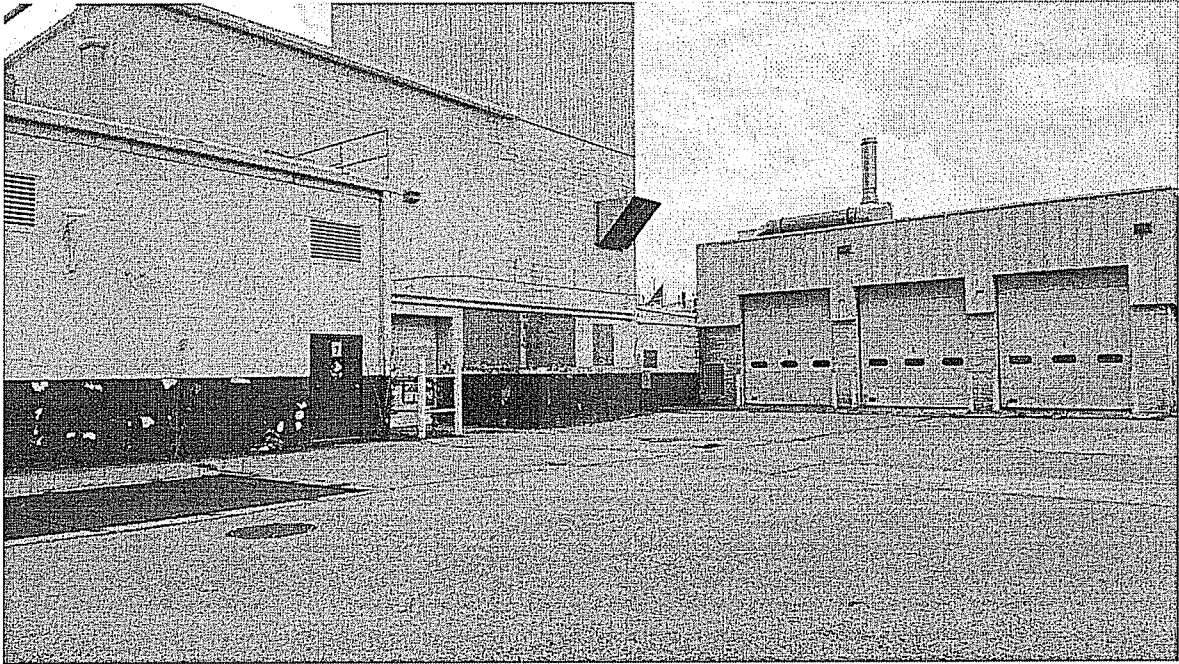
Date: 10-21-15

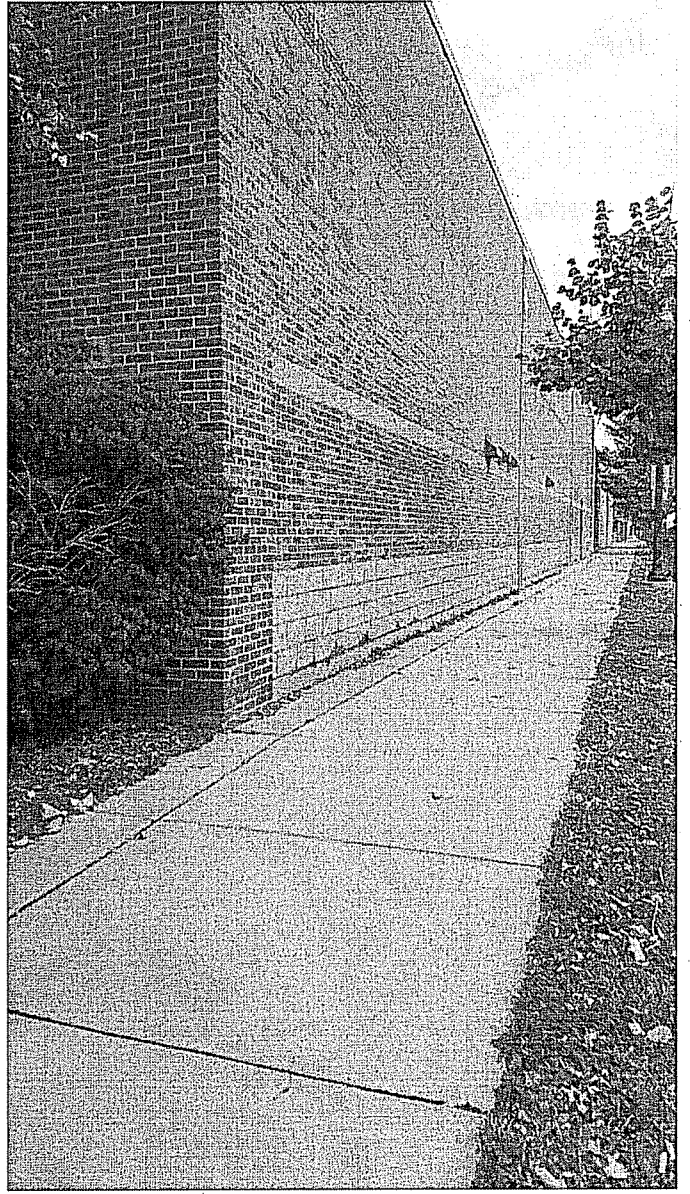
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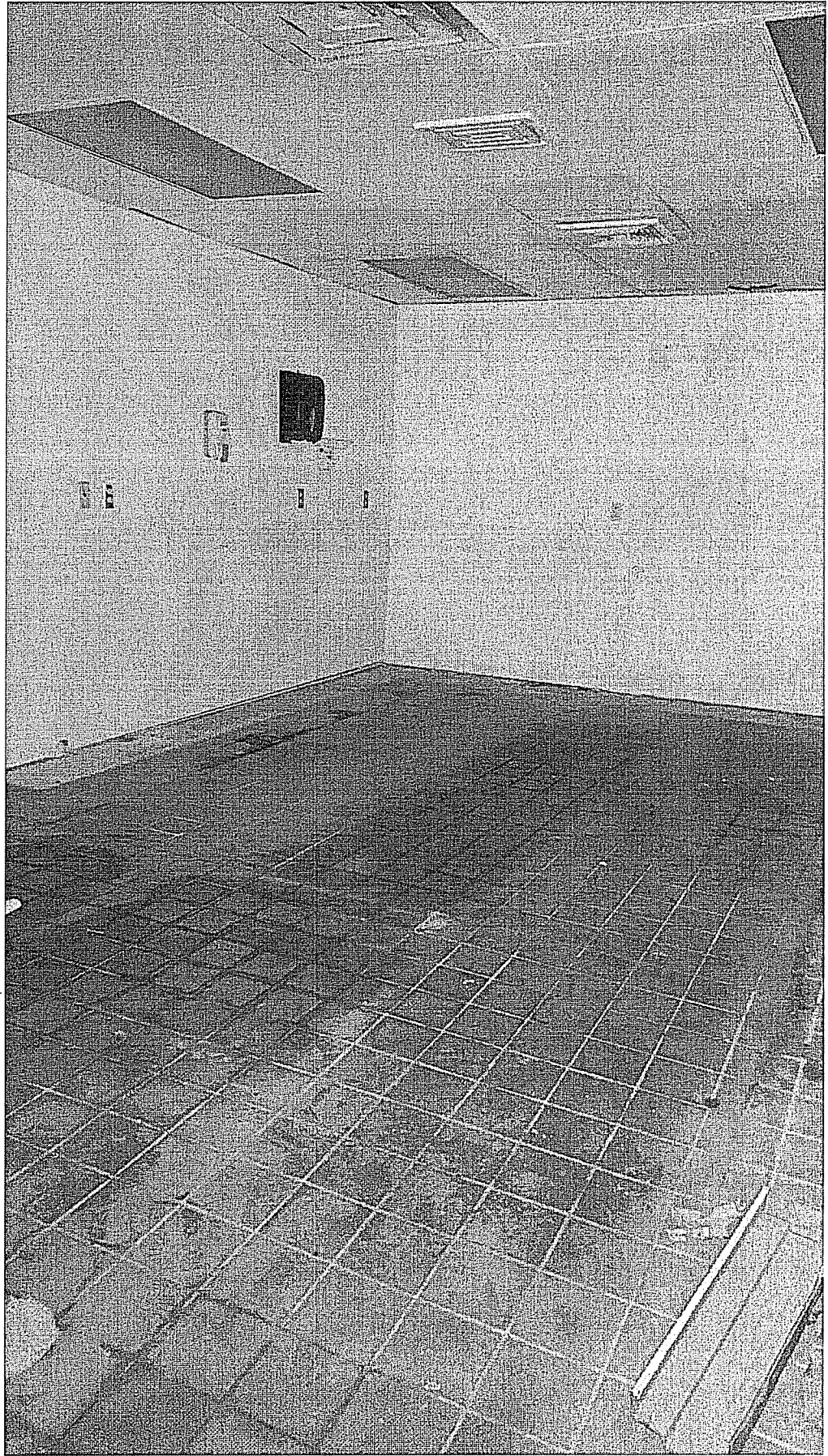
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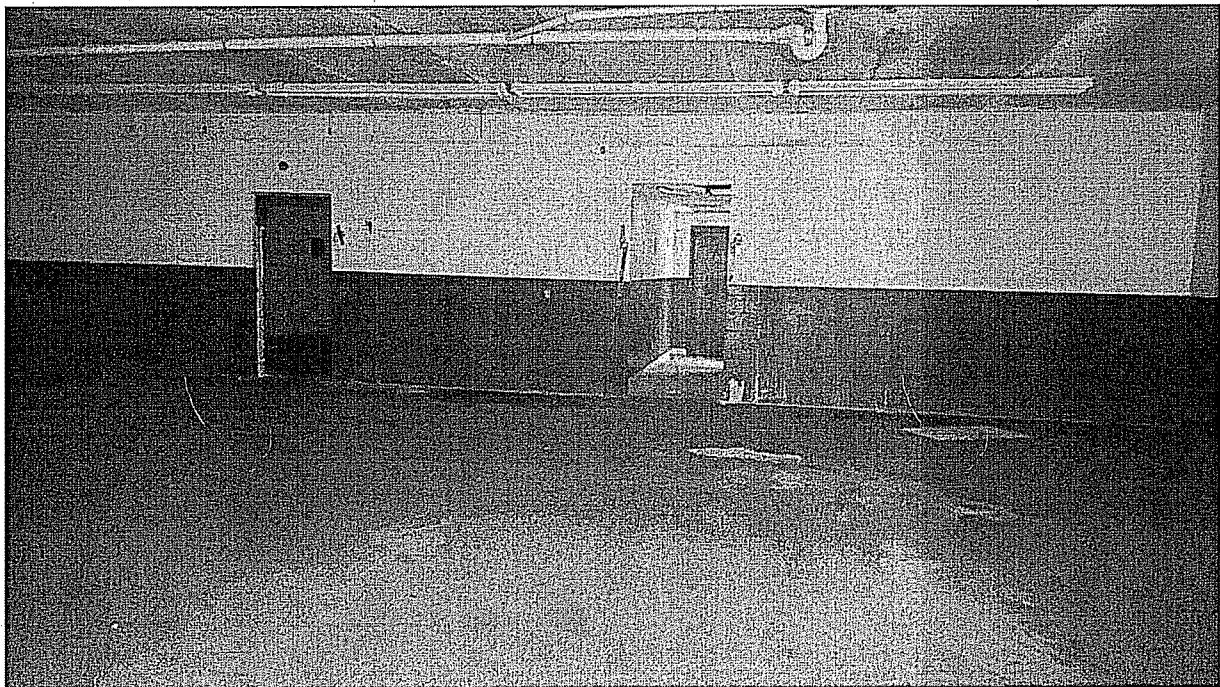
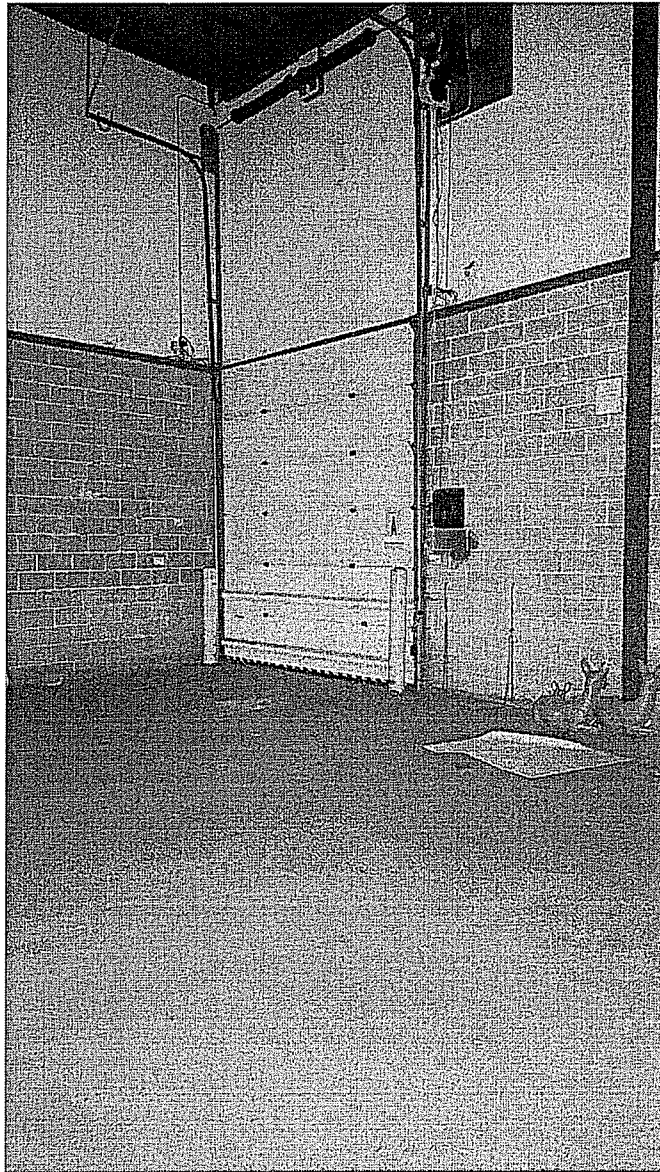
Jonathan Parker, RA, LEED AP
Principal
Eppstein Uhen Architects
309 W Johnson St., Suite 209
Madison, WI 53703
jonathanp@eua.com

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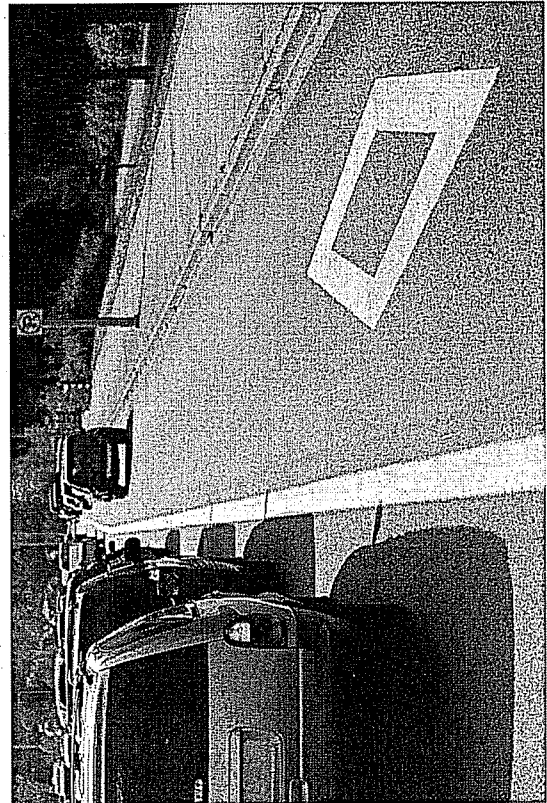


MADISON, WI

STONE HOUSE DEVELOPMENT

1000 E. WASHINGTON AVENUE REDEVELOPMENT
TRANSPORTATION STUDY

DECEMBER 14, 2015

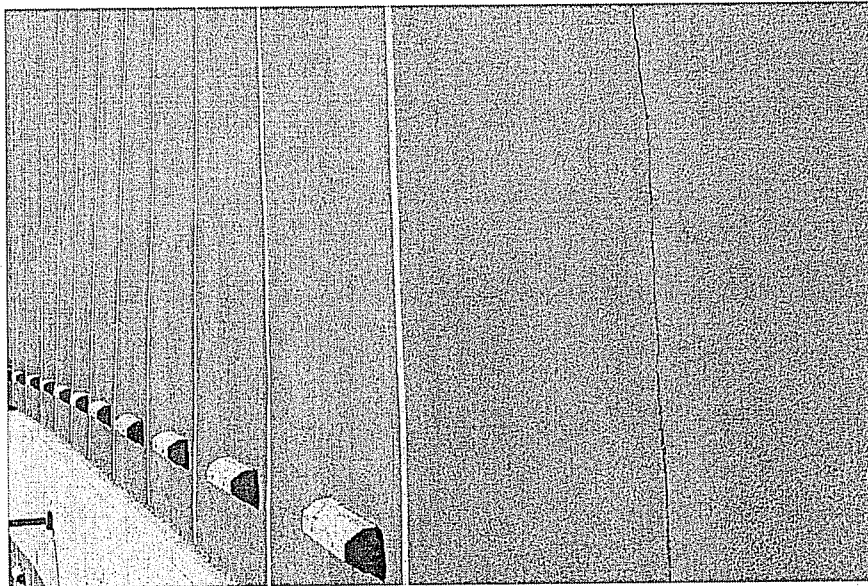


AVRES
ASSOCIATES

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Introduction

Stone House Development is proposing a mixed use development on the 1000 block of East Washington Avenue, the former Madison Dairy site (Figure 1). The 4.5 acre redevelopment of the site will include housing, office, and limited retail. The development team has been working with the city and the neighborhood to evaluate the parking and traffic implications of the development with a focus of minimizing these impacts. This report assesses the impacts of both traffic and parking and identifies measures that will be implemented to minimize their impact on the neighborhood.

Proposed Development

The development will ultimately consist of 198 rental units, 20,000 square feet of retail spaces and 50,000 square feet of office spaces.

The proposed development layout is shown in Figure 2. The development will have access on Brearly Street and Ingersoll via two separate drives that interconnect. E. Washington Avenue will have right turn in and right turn out only. There will not be any access on Mifflin Street. Parking for the development will be internal to the development with a structured parking deck that is integrated with the building design.

This arrangement will allow on-site shared parking between the office, retail and residential uses.

Methodology

The parking and traffic requirements for the daytime uses (office, retail, and residential) were analyzed separately since each of these uses takes place in an independent time frame and have different parking and traffic requirements. In addition to auto demand, the availability and use of alternative modes of transportation including transit (Madison Metro), bicycle (Mifflin Street bike boulevard) and transportation demand management practices (TDM) was also investigated.

Development

Trip Generation

The number of trips generated by the office, retail and apartment uses was based on ITE trip generation rates and is shown in Figure 3. The analysis focused on the morning and afternoon peak hours since those are the times that traffic volumes on the adjacent streets are at their peak. Based on the proposed uses, the aggregate trip generation is 137 trips in the morning peak hour and 206 trips in the afternoon peak hour.

Traffic Analysis

In order to perform the analysis, the existing traffic at the four intersections bordering the development were counted in the morning and afternoon peak hours. The location and traffic control at each of these intersections is shown in Figure 4. In addition to vehicle counts, bicycle counts on Mifflin Street were also included due to its designation as a bike boulevard. The traffic and bike counts are included in the Appendix.

The peak hour projected traffic from the trip generation table was then distributed to the adjoining streets for inbound and outbound trips and added to the existing traffic to determine the future peak hour development traffic demand. Each of the four intersections surrounding the development were then evaluated during the peak hour under existing conditions and future traffic conditions to determine existing and future problem areas. A summary of this analysis, and comparison for the morning and afternoon peak hours are shown in Figures 5a and 5b.

In comparing the traffic conditions before and after the development of Phase 1 at each of the four intersections adjacent to the development, the two intersections on Mifflin Street (Ingersoll and Brearly) show very little change and continue to function at on LOS A or B.

The intersection at Brearly and E. Washington currently has an extensive delay (LOS F) for the left turn movement onto Brearly north in the morning peak hour due to the lack of gaps in traffic for the inbound E. Washington traffic. In the afternoon, this

left turn remains at an LOS D with only a slight increase in delay between the existing and developed conditions.

The signalized intersection at E. Washington and Ingersoll currently operates at an LOS B during the morning peak hour and an LOS C in the afternoon. The two Ingersoll legs (north and south) operate at an LOS D under existing conditions primarily due to lack of green time (which is predominately given to E. Washington Avenue).

Under the developed condition, the morning southbound Ingersoll leg drops from an LOS D to an LOS E and the northbound left turn onto Ingersoll from E. Washington drops from an LOS C to an LOS F. In the afternoon, the southbound Ingersoll leg drops from an LOS E to an LOS F.

Parking Generation

Based on ITE parking generation rates, office use generates 2.8 parking spaces per thousand square feet of floor area, apartments 1.2 parking space per unit. Retail generates 3.7 spaces per thousand square feet of retail area. Based on ITE recommendations (which are high) the maximum number of parking spaces needed are 454. Based on the city zoning code, a minimum of 355 parking spaces need to be provided. A summary of the parking generation as well as the parking supplied is shown in Figure 6.

Parking Analysis

Parking for the development will be located on three separate levels. The main level at grade will contain 120 parking spaces with another 238 spaces provided on the two below grade building levels. Total off-street parking available on-site is 358 parking spaces. In addition, there will be some limited on-street parking (19 spaces) available for the retail portion fronting E. Washington Avenue. On street parking on the four adjacent block faces entails an additional 60 on-street spaces. This parking is currently unrestricted except on E. Washington Avenue where it is limited to 2 hr parking (for 19 spaces). In order to encourage parking turnover for the retail and visitor component of the development, the developer is requesting

that the 41 spaces on the three remaining block faces be converted to a 2 hour time limit from 8:00 a.m. to 5:00 p.m. See Figure 9.

Alternative Transportation Modes

Madison Metro provides regular bus service on the following routes near the development site:

Routes 2 & 5 (Eastbound on Johnson at Ingersoll, Westbound on Gorham at Ingersoll) Last trip to North Transfer Point on Route 2, 12:01am weeknights, 11:12pm weekends Last trip to East Transfer Point on Route 5, 11:52pm on weeknights, 9:56pm weekends Last trip towards West Transfer Point on Route 2, 11:39pm on weeknights, 10:40pm on weekends Last trip to South Transfer Point on Route 5, 11:28pm on weeknights, 9:59pm on weekends Route 2 is generally every 30 minutes at night, while Route 5 would be hourly.

Route 6 (East- and Westbound on East Washington at Ingersoll) Last trip towards East Towne on Route 6, 11:58pm on weeknights, 11:07pm on weekends Last trip to West Transfer Point on Route 6, 11:15pm on weeknights, 10:21pm on weekends Route 6 is generally every 30 minutes at night on weeknights, hourly on weekends.

Routes 3 and 4 serve Jennifer Street (at Ingersoll, Route 7 replacing Route 3 on weekends) - however this would nominally be four blocks away from the development. Final trip times would generally mirror those above.

Routes 3 (and 7 on weekends) are generally every 30 minutes at night, while Route 4 is hourly.

Routes 10, 14 and 15 do have evening service - but not to areas east of the downtown/Capitol Square area (only points west).

During the UW academic year, **Route 81** serves the bus stop location on northbound N Ingersoll Street just north of the E Johnson intersection. Currently, this stop is served every 30 minutes from 6:55pm through 1:56am each evening (again, during the academic year). On evenings of Friday into Saturday early AM, and Saturday into Sunday early AM, two additional

trips continue every 30 minutes through 2:56am. Route 81 connects back to the Memorial Union on Langdon Street, with connections available to the Lakeshore Dorms along Observatory Drive - as well as nearby UW neighborhoods served by Route 82 (Park-Regent-Breese loop, and Bedford-Bassett-Broom loop).

See Figure 7 for weekday and weekend service routes and Figure 8 for evening service.

Mifflin Street, which is adjacent to the development, is designated as a bike boulevard. A bike boulevard is a street that is signed and controlled to give preference to bicycle riders. Based on bike counts taken during the course of our study, bike volumes on this corridor exceeded 100 per hour (peak hour).

Transportation Demand (TDM) Measures

The focus of the TDM measures are to reduce automobile traffic on the local roadway systems by encouraging the use of alternative modes of transportation. These alternatives include transit, car pooling/ridesharing and bicycle. The most effective measures have been found to target employees as opposed to retail customers or residents. To this end the focus of TDM measures are on the office component of the development. The developer will work with the office tenants to adopt the following TDM measures:

- The business tenants will designate an employee to provide the TDM coordination. This individual will coordinate and disseminate information regarding transit, ride share, and bike usage.
- The business tenants will provide employees with flexible work hours. By staggering or offsetting employee work schedules, it will allow employees to drive during off peak hours when there is less congestion and more roadway capacity available.
- The business tenants will underwrite a portion of the cost of employee transit passes. Since the East Washington corridor has over 18 different bus routes, transit ridership will be encouraged by subsidizing a portion or all of the cost

for employees using the transit system.

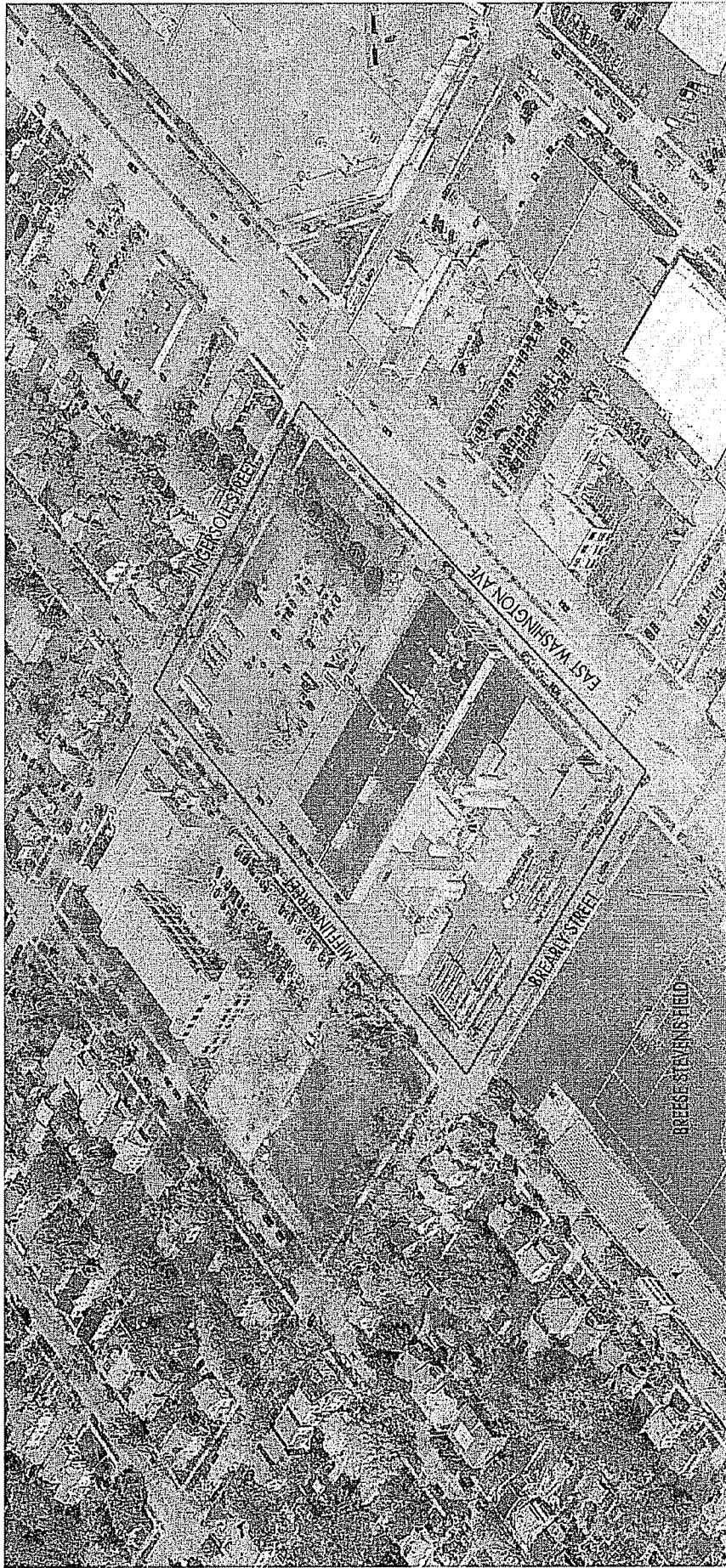
- In order to encourage bike usage, particularly since the development is adjacent to the Mifflin Street "bike boulevard", the development will provide an exercise center that will include showers as well as space for parking up to 217 bicycles indoors.
- Since the development consists of a mix of uses including residential, office and retail, there is an opportunity to share parking spaces. The peak parking demand for residential is in the evening while both office and retail peak during the daytime hours. Based on this potential for shared parking, a block of parking spaces will be designated as shared spaces. In addition, there will be some parking spaces that are in a premium location designated for those vehicles that are part of a car pool or ride share program.
- The developer will work with Zip Car, the shared car service, to provide at least one vehicle that will be parked in a designated space in the structured parking area.
- The developer is willing to work with the city on an agreement to provide up to 100 parking spaces that can be utilized on week-ends and evenings for events at the adjacent Breese Stevens sports complex.

Findings

Based on the traffic and parking analysis, the following are the major findings of the Phase 1 transportation and parking analysis:

1. Converting on-street parking along the three additional block faces (41 spaces) to 2 hour parking from 8:00 a.m. to 5:00 p.m. (Figure 9) would improve parking turnover and availability for the development.
2. At the signalized intersection of W. Washington/Ingersoll the addition of the Phase 1 development traffic results in an extended delay for the northeast bound (E. Washington) left turn in the morning peak hour (LOS F). The southeast bound leg of Ingersoll drops from an LOS E to an LOS F in the afternoon peak hour.

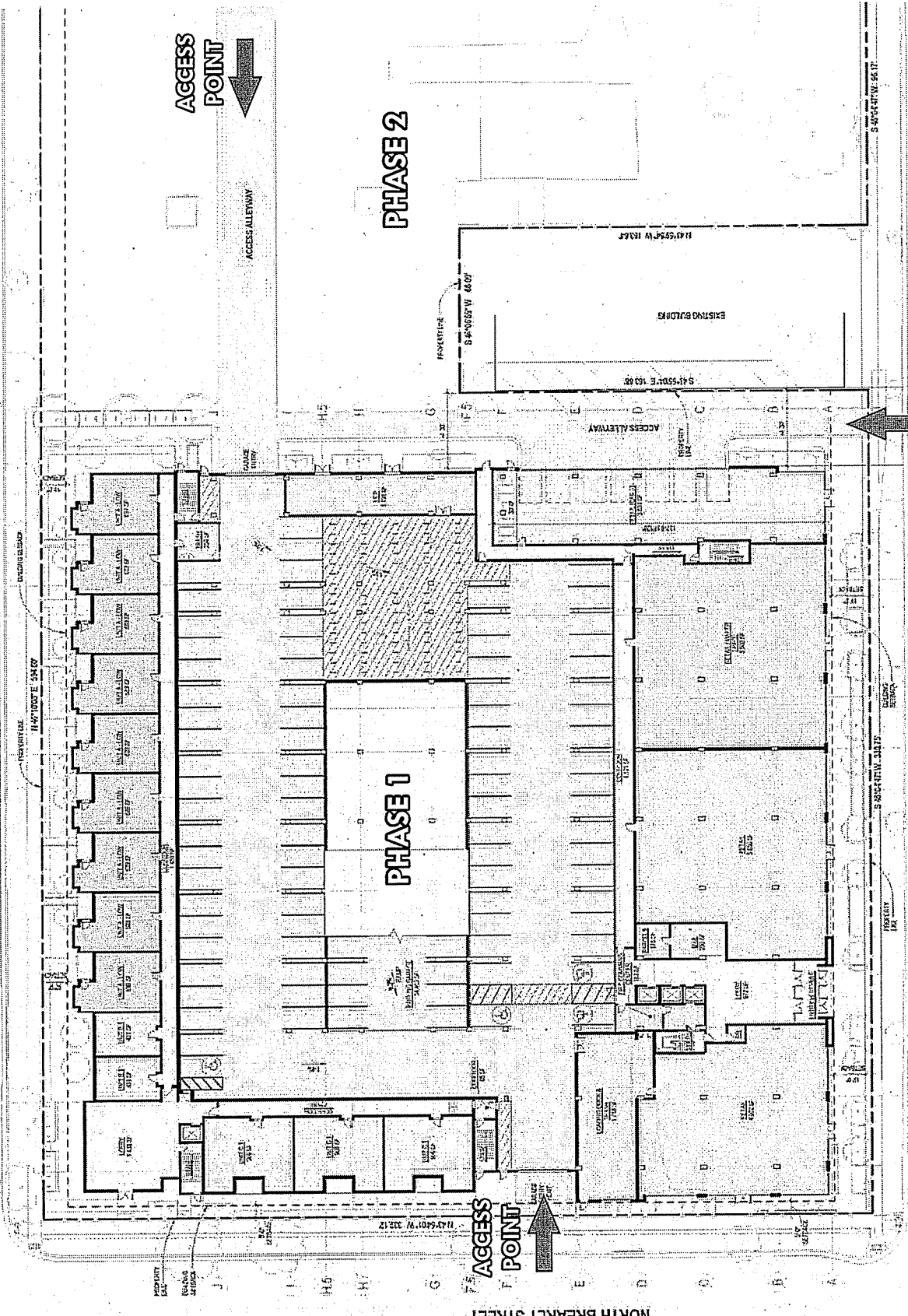
3. Adding an additional lane at Ingersoll/E. Washington southeast bound improves the LOS for the morning and afternoon peak hours from an LOS F to an LOS D.
4. Adding an additional phase to the E. Washington northeast bound left turn at Ingersoll (there is already a protected left turn for the southwest bound traffic) improves the LOS of that movement from an LOS F to an LOS D during the morning peak hour.
5. Implementing a robust TDM program could further reduce the number of trips generated to the development and reduce intersection delay and improve the LOS.



AVRES Figure 1 - Site Location
ASSOCIATES 1000 East Washington Avenue

EAST MIFFLIN STREET

1 2 3 4 5 6 7 8 9 10 11



PHASE 2

PHASE 1

ACCESS POINT

ACCESS POINT

ACCESS POINT

EAST WASHINGTON AVENUE

NORTH BREARLY STREET

AVRES Figure 2 - Site Plan
 ASSOCIATES 1000 East Washington Avenue

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ITE Trip Generation Rates - 8th Edition

09-Dec-15
 1000 E. Washington Mixed Use
 Madison, WI

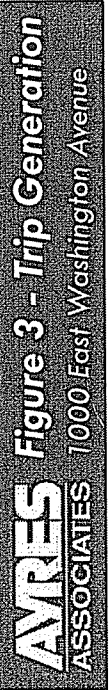
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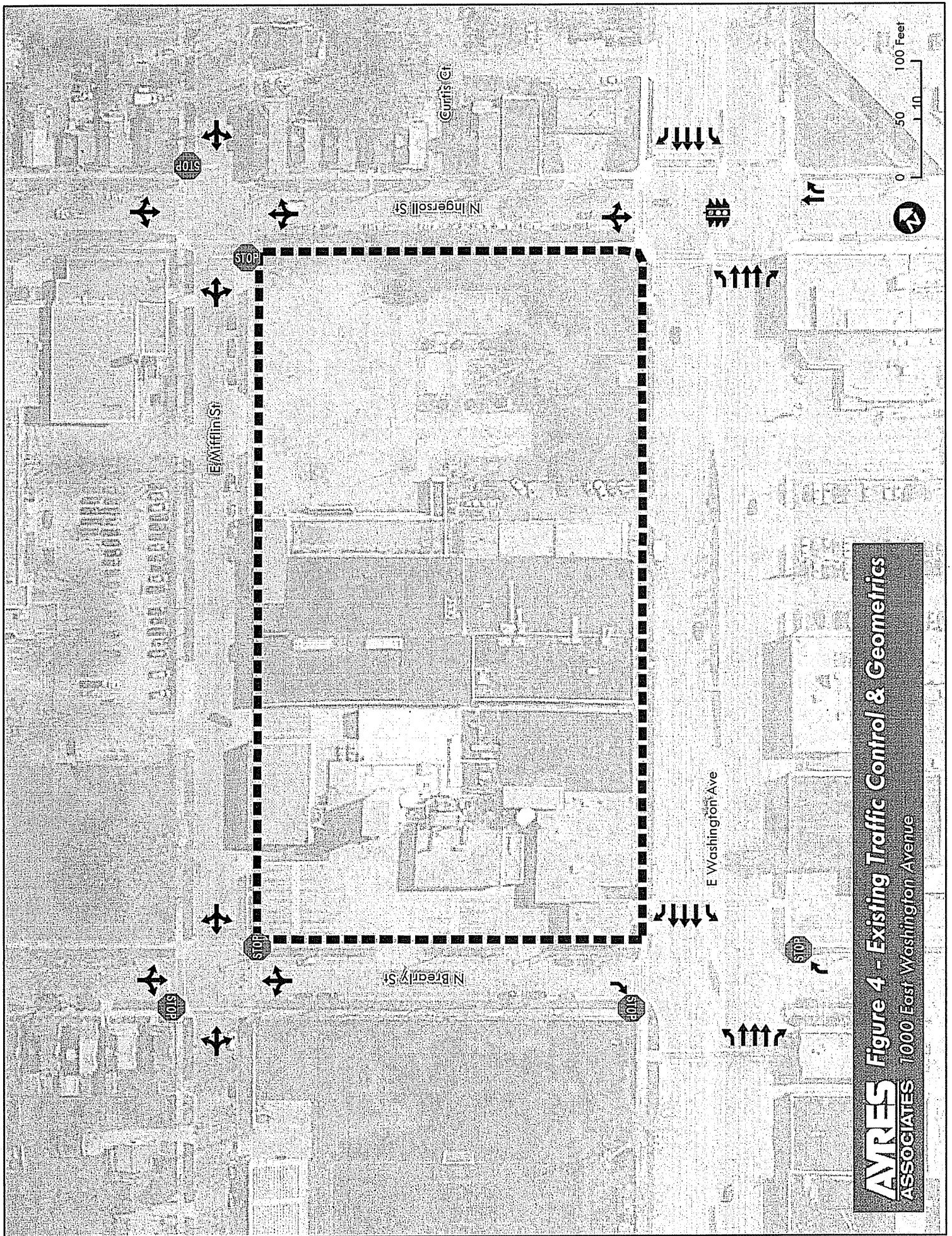
Phase 1

Description/ITE Code	Units	ITE Vehicle Trip Generation Rates (peak hours are for peak hour of adjacent street traffic unless highlighted)											Expected Units	Total Generated Trips						Total Distribution of Generated Trips						
		Weekday			AM			PM			Pass-By			AM In	AM Out	Pass-By	PM In	PM Out	Pass-By	AM In	AM Out	Pass-By	PM In	PM Out	Pass-By	
		AM	PM	Pass-By	AM In	AM Out	PM In	PM Out	AM In	AM Out	PM In	PM Out														Daily
Retail 814	KSF ²	44:32	NA	2:71	NA	NA	44%	56%	88%	12%	17%	83%	20.0	NA	54	NA	NA	0	0	NA	NA	0	24	30	0	0
Office 710	KSF ²	11:01	1:56	1:49	88%	31%	69%	58%	42%	50.0	198.0	50.0	59	77	75	69	9	0	0	18	41	0	45	32	0	0
Residential 223	DU	NA	0:30	0:39	31%	69%	58%	42%	50.0	198.0	50.0	59	77	75	69	9	0	0	18	41	0	45	32	0	0	0
<i>Total</i>													137	206	87	50	81	125								

RED Rates = Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 a.m. or 4 and 6 p.m.
 Green Rates = Peak Hour of Generator - (no peak rate for the rush hour of adjacent street traffic)

NA = Not Available	KSF ² = Units of 1,000 square feet	DU = Dwelling Unit
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AVRES Figure 4 - Existing Traffic Control & Geometrics
 ASSOCIATES 1000 East Washington Avenue

Figure 5a - Intersection Level of Service Analysis - Weekday AM Peak Hour

Development Scenario	Traffic Control	Intersection Level of Service	Southeast-bound			Northwest-bound			Northeast-bound			Southwest-bound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
E Mifflin St & N Brearly St - Existing	Stop 2-Way	A 2.8	N Brearly St B 10.5 10.5 0.2	B 10.2 10.2 0.2	B 10.2 10.2 0.2	N Brearly St B 10.2 10.2 0.2	B 10.2 10.2 0.2	B 10.2 10.2 0.2	E Mifflin St A 7.5 0	A 7.4 0	A 7.4 0	E Mifflin St A 7.4 0	A 7.4 0	
E Mifflin St & N Brearly St - Developed	Stop 2-Way	A 3.0	N Brearly St B 10.6 10.6 0.2	B 10.4 10.4 0.2	B 10.4 10.4 0.2	N Brearly St B 10.4 10.4 0.2	B 10.4 10.4 0.2	B 10.4 10.4 0.2	E Mifflin St A 7.5 0	A 7.5 0	A 7.5 0	E Mifflin St A 7.4 0	A 7.4 0	
E Mifflin St & N Ingersoll St - Existing	Stop 2-Way	A 7.1	N Ingersoll St A 7.4 0	A 7.4 0	A 7.4 0	N Ingersoll St A 7.4 0	A 7.4 0	A 7.4 0	E Mifflin St B 11.1 11.1 0.6	B 11.1 11.1 0.6	B 11.1 11.1 0.6	E Mifflin St B 12.2 12.2 0.8	B 12.2 12.2 0.8	
E Mifflin St & N Ingersoll St - Developed	Stop 2-Way	A 7.1	N Ingersoll St A 7.4 0	A 7.4 0	A 7.4 0	N Ingersoll St A 7.4 0	A 7.4 0	A 7.4 0	E Mifflin St B 11.2 11.2 0.6	B 11.2 11.2 0.6	B 11.2 11.2 0.6	E Mifflin St B 12.4 12.4 0.9	B 12.4 12.4 0.9	
E Washington Ave & Brearly St - Existing	Stop 2-Way	A 3.4	N Brearly St F 107.1 3.1	-	-	S Brearly St F 107.1 3.1	-	-	E Washington Ave F 336 2.4	F 336 2.4	F 336 2.4	E Washington Ave E 38.4 2.1	E 38.4 2.1	
E Washington Ave & Brearly St - Developed	Stop 2-Way	A 9.1	N Brearly St F 153 4.6	-	-	S Brearly St F 153 4.6	-	-	E Washington Ave F 721 5.4	F 721 5.4	F 721 5.4	E Washington Ave E 40.6 2.2	E 40.6 2.2	
E Washington Ave & Ingersoll St - Existing	Traffic Signal	B 14	N Ingersoll St D 54.1 3.3	D 41.1 2.8	D 41.1 2.8	S Ingersoll St D 41.1 2.8	D 41.1 2.8	D 41.1 2.8	E Washington Ave C 26.1 0.6	C 26.1 0.6	C 26.1 0.6	E Washington Ave A 6.7 0.6	A 6.7 0.6	
E Washington Ave & Ingersoll St - Developed	Traffic Signal	B 18.6	N Ingersoll St E 74.4 4.1	E 44.7 2.9	E 44.7 2.9	S Ingersoll St E 44.7 2.9	E 44.7 2.9	E 44.7 2.9	E Washington Ave F 161.7 2.7#	F 161.7 2.7#	F 161.7 2.7#	E Washington Ave A 6.5 0.6	A 6.5 0.6	
E Washington Ave & Ingersoll St - Improved	Traffic Signal	B 16.1	N Ingersoll St D 53.2 2.2	D 48.5 2.4	D 48.5 2.4	S Ingersoll St D 48.5 2.4	D 48.5 2.4	D 48.5 2.4	E Washington Ave F 161.7 2.7#	F 161.7 2.7#	F 161.7 2.7#	E Washington Ave A 5.1 0.6	A 5.1 0.6	

- 95th percentile volume exceeds capacity; queue may be longer.

Intersection	Lane
Intersection LOS	Lane LOS
Average Delay (seconds)	Control Delay (seconds)
	Queue Length 95th Percentile (vehicles)

Figure 5b - Intersection Level of Service Analysis - Weekday PM Peak Hour

Development Scenario	Traffic Control	Intersection Level of Service			Southeast-bound			Northwest-bound			Northeast-bound			Southwest-bound		
		BT	TH	RT	BT	TH	RT	BT	TH	RT	BT	TH	RT	BT	TH	RT
E Mifflin St & N Brearly St - Existing	Stop 2-Way	A	B	B	N Brearly St	B	B	N Brearly St	B	B	E Mifflin St	A	A	A	A	A
		2.2	11.7	11.7	11.2	11.2	11.2	11.2	11.2	11.2	7.3	0	0	0	7.9	0
E Mifflin St & N Brearly St - Developed	Stop 2-Way	A	B	B	N Brearly St	B	B	N Brearly St	B	B	E Mifflin St	A	A	A	A	A
		2.6	11.9	11.9	11.4	11.4	11.4	11.4	11.4	7.3	0	0	0	7.9	0	0
E Mifflin St & N Ingersoll St - Existing	Stop 2-Way	B	A	A	N Ingersoll St	A	A	N Ingersoll St	A	A	E Mifflin St	C	C	B	B	B
		10.4	7.5	0	7.3	0	0	15.4	15.4	15.4	15.4	15.4	15.4	11.7	11.7	11.7
E Mifflin St & N Ingersoll St - Developed	Stop 2-Way	B	A	A	N Ingersoll St	A	A	N Ingersoll St	A	A	E Mifflin St	C	C	B	B	B
		10.4	7.5	0	7.3	0	0	15.4	15.4	15.4	15.4	15.4	15.4	11.8	11.8	11.8
E Washington Ave & Brearly St - Existing	Stop 2-Way	A	-	C	N Brearly St	-	C	S Brearly St	-	F	E Washington Ave	D	A	F	A	A
		9.3	-	19.8	-	-	244	6.3	0.7	28.2	0	0	638	0	0	0
E Washington Ave & Brearly St - Developed	Stop 2-Way	B	-	D	N Brearly St	-	D	S Brearly St	-	F	E Washington Ave	D	A	F	A	A
		10.1	-	25	-	-	259	6.4	1.1	31.6	0	0	678	0	0	0
E Washington Ave & Ingersoll St - Existing	Traffic Signal	C	E	E	N Ingersoll St	E	D	S Ingersoll St	D	D	E Washington Ave	B	D	B	A	A
		31.8	73	73	54.5	54.5	35.6	2.8	0.6	10.4	44.1	2.4	13.5	4.4	1.5	0.3
E Washington Ave & Ingersoll St - Developed	Traffic Signal	D	F	F	N Ingersoll St	F	F	S Ingersoll St	E	D	E Washington Ave	B	D	B	A	A
		39.4	213	213	58.4	58.4	35.6	2.8	1.3	15.9	44.4	0.4	14.1	4.5	1.6	0.4
E Washington Ave & Ingersoll St - Improved	Traffic Signal	C	E	D	N Ingersoll St	E	D	S Ingersoll St	D	D	E Washington Ave	B	D	B	A	A
		30.2	70.3	44.9	69.7	69.7	23.4	2.8	1.3	15.8	41.3	2.4	13.5	4.2	1.6	0.4

- 95th percentile volume exceeds capacity; queue may be longer.

Key:	
Intersection	Lane
Intersection LOS	Lane LOS
Average Delay (seconds)	Control Delay (seconds)
	Queue Length 95th Percentile (vehicles)

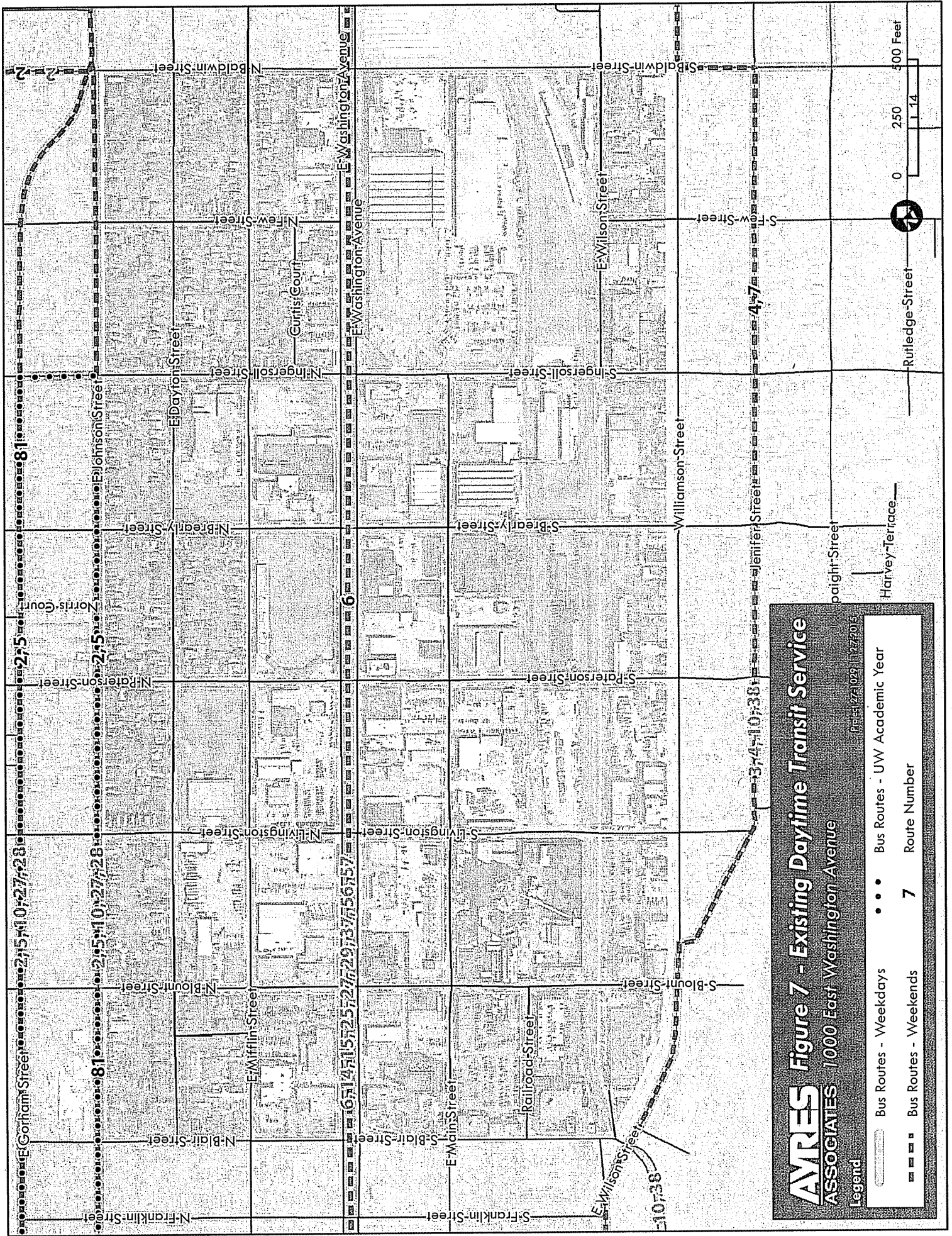
Figure 6 Parking Demand and Supply Comparison

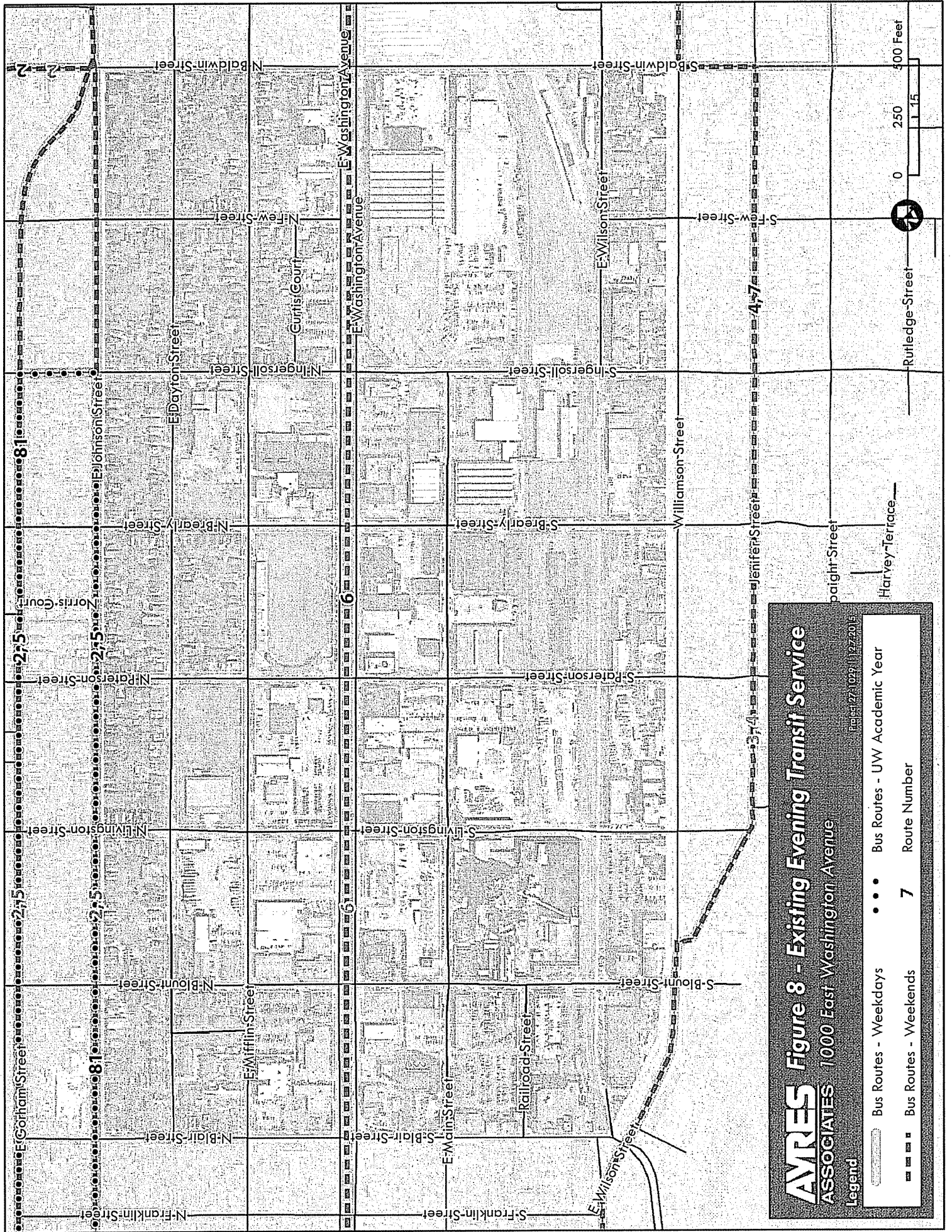
Land Use (ITE Code)	Parking Generation		Parking Spaces ITE		Parking Spaces per Code			Parking Spaces Provided	
	Units	No of Units	Spaces/Unit	Parking Spaces	Spaces/Unit	Auto Spaces	Bike Spaces	Auto	Bike
Retail (880)	KSF*	20	3.7	74	1 per 400 sf	45	10		
Office (701)	KSF*	50	2.84	142	1 per 400 sf	112	25		
Residential (221)	DU**	198	1.2	237.6	1 per unit	198	223		
On-Street									
Total				454		355	258	358	293

* 1000 square feet

** dwelling units

4-6

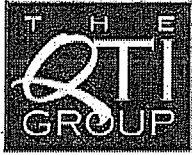




AYRES **Figure 8 - Existing Evening Transit Service**
ASSOCIATES 1000 East Washington Avenue
 Legend
 _____ Bus Routes - Weekdays
 - - - - - Bus Routes - Weekends
 Bus Routes - UW Academic Year
 6 7 81 Route Number
 Date: 1/27/02 11:27:20 AM



AYRES Figure 9 - Parking Spaces by Block Face
 ASSOCIATES 1000 East Washington Avenue



WE'VE GOT A TALENT FOR BUSINESS.®

December 16, 2015

Helen Bradbury
Stone House Development
625 N. Segoe Road, Suite 107
Madison WI 53705

Dear Helen,

QTI Group, Inc. intends to lease office space in the 1000 North East Washington Avenue building that you are currently developing. We currently employ 80 full time staff members. We are aware of the transportation demand measures suggested for this development by the engineer hired by Stone House and agree to encourage our staff to use alternative modes of transportation to and from work.

Specifically, we are pleased that the building will have more than adequate bike storage and that showers within the building will be available to our staff. We agree to designate an employee to provide TDM coordination throughout our tenancy to disseminate information regarding transit, ride share and bike usage. We will make every attempt to offer flexible work hours to encourage off-peak arrivals and departures. We will also explore underwriting a portion of the employee's cost of utilizing mass transit.

Sincerely,

Jay V. Loewi, CEO
The QTI Group

UNDERSTAND | ADVISE | CONNECT

The QTI Group | P.O. Box 552 | Madison, WI 53701 | (608)257-1057 | www.qtigroup.com

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