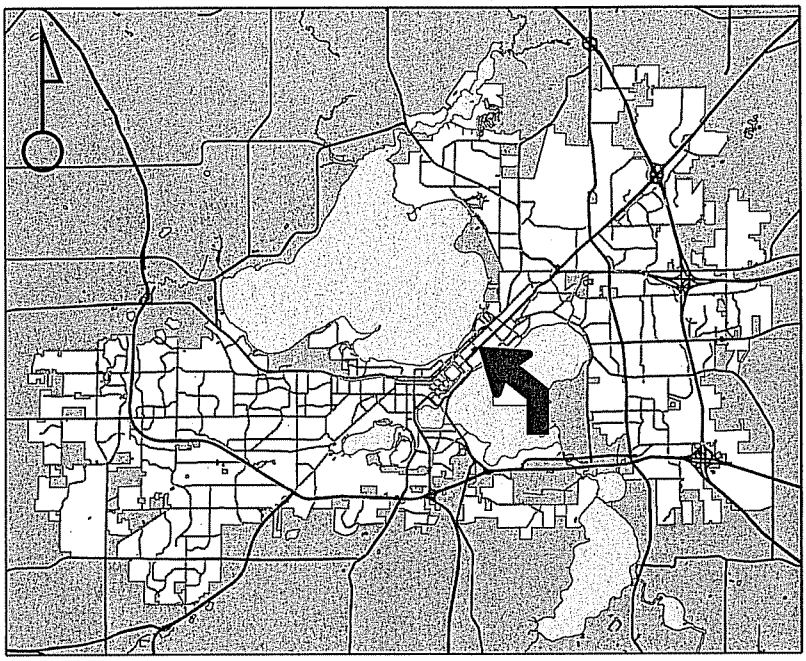
City of Madison

Proposed Conditional Use



Location
802-854 East Washington Avenue

Project Name
The Galaxie

Applicant
Otto Gebhardt III - Gebhardt Development./
Christopher Gosch - bark design

Existing Use
Vacant land

Proposed Use
Construct mixed-use building with 170,000 square feet of commercial space and 254 dwellings units

Public Hearing Date
Plan Commission
10 March 2014

For Questions Contact: Heather Stouder at: 266-5974 or hstouder@cityofmadison.com or City Planning at 266-4635

Scale : 1" = 400'

City of Madison, Planning Division : RPJ : Date : 26 February 2013

City of Madison

802-854 East Washington Avenue

Date of Aerial Photography : Spring 2013

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 $1000.00 Receipt No. 149700
Date Received 12/4/13
Received By JEM
Parcel No. 0709-132-1203-4
Aldermanic District 2
Zoning District TE
Special Requirements UDD 8, WP-24
Review Required By:
☒ Urban Design Commission ☒ Plan Commission
☐ Common Council ☐ Other:

Form Effective: February 21, 2013

1. **Project Address:** 800 N Block E. Washington Avenue (Block 143) 802, 854 East Washington Ave
Project Title (if any):

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: Otto Gebhardt III **Company:** Gebhardt Development
Street Address: 222 North Street City/State: Madison/WI Zip: 53714
Telephone: (608) 245-0753 Fax: (___) _____ Email: gebhardtdevelopment@tds.net

Project Contact Person: Christopher Gosch, AIA **Company:** bark design
Street Address: 222 North Street City/State: Madison/WI Zip: 53714
Telephone: (608) 333-1926 Fax: (___) _____ Email: studio@bark-design.com

Property Owner (if not applicant): City of Madison
Street Address: 210 Martin Luther King Jr. Blvd City/State: Madison/WI Zip: 53703

4. **Project Information:**

Provide a brief description of the project and all proposed uses of the site: Mixed use infill Development with structured parking, Commercial/Retail, and Apartments, and owner occupied housing

Development Schedule: Commencement 03.13 Completion 06.17

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

☑ **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:

SEE LOI

→ 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: SEE LOI *Date:* _____ *Zoning Staff:* SEE LOI *Date:* _____

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

Name of Applicant [signature] Relationship to Property: DEVELOPER W/ PSA W/ CITY

Authorizing Signature of Property Owner [signature] Date 12/4/13

1D

GEBHARDT DEVELOPMENT
222 NORTH STREET
MADISON, WI 53704
608.245.0753
GEBHARDTDEVELOPMENT@TDS.NET

12.04.13
Revised 02.20.14

Letter of Intent for Proposed Development
800 North Block East Washington Avenue (Block 143)
802, 854 East Washington Avenue

Project name: The Galaxie

Katherine Cornwell
Planning Division Director
Madison Municipal Building, LL 100
215 Martin Luther King Jr. Blvd.
Madison, WI 53701

Ms. Cornwell:

Please consider this our formal letter of intent to pursue land use approval for 2 contiguous parcels of property located at 802 and 854 East Washington Avenue. Properties total approximately 193,475 sq. ft. or 4.5 Acres. Site is currently zoned TE (Traditional Employment), is currently not occupied and there are no existing structures on the property.

Environmental remediation was performed on the site during 2012 and 2013 and closure letters and applicable reports were issued by the EPA and WDNR in the last quarter of 2013.

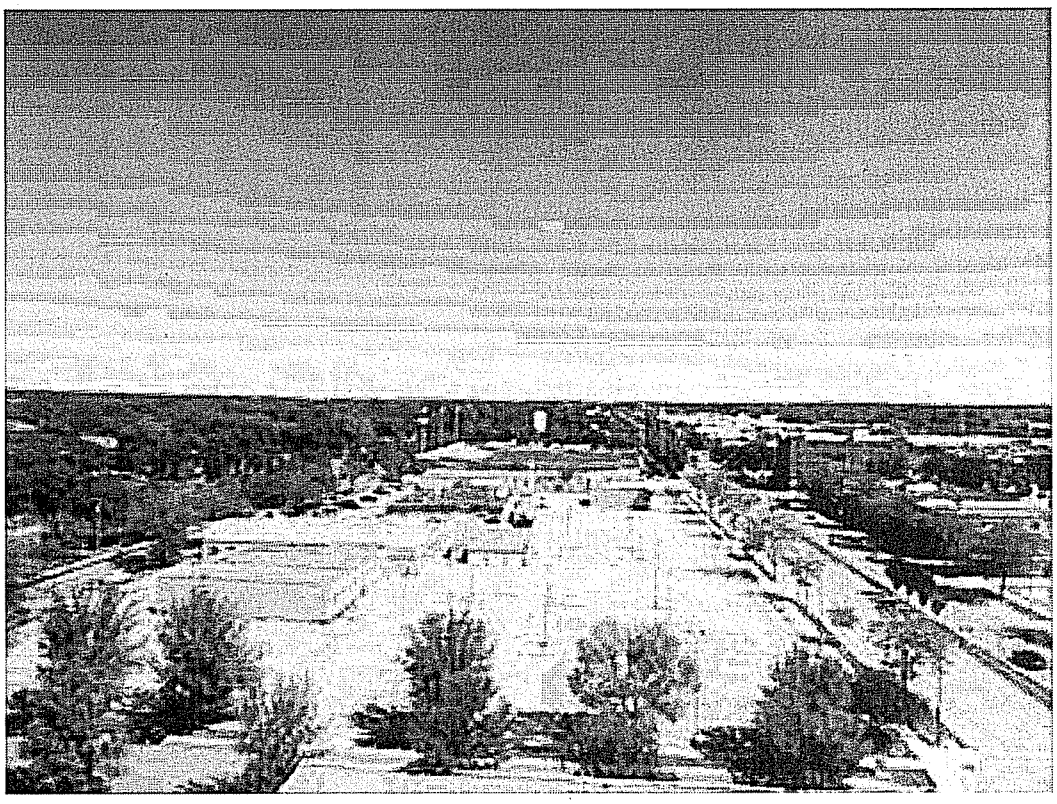
Project Summary:
Project involves construction of a new mixed use development on a City owned portion of the former Don Miller properties. The property is currently a vacant field with grass and topsoil.

The site is a full block bordered by N. Livingston Street, E. Mifflin Street, N. Paterson Street, and East Washington Avenue. Across E. Mifflin to the North is Reynolds Park, with Breese Stevens field adjacent to the site to the east on Paterson Street, and the Constellation to the West.

Across East Washington to the south are commercial properties, including a gas station, Brink's Lounge, and the 800S East Washington parcels, which are also part of the City of Madison land-banked Don Miller properties.

ID

GEBHARDT DEVELOPMENT



Site-summer of 2011

History:

The Don Miller properties have been identified by the City of Madison as an important gateway to the Downtown District and planning initiatives have been implemented for the Capitol Gateway Corridor, including the BUILD plan, the Tenney-Lapham Neighborhood Plan, and Urban Design District 8.

The property is currently owned by the City of Madison as part of the Land-Banking program. The City of Madison issued a Request for Proposals for redevelopment of the Don Miller parcels in the summer of 2011.

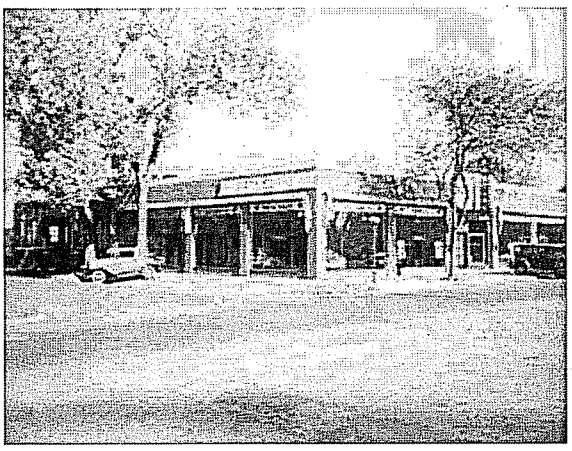
The developer that was awarded the project from the 2011 RFP elected not to pursue development of the site. In December of 2012 an RFP was re-issued by the City of Madison and Gebhardt Development was selected in April of 2013.

The Development team is continuing with the momentum that began with the Constellation and have a comprehensive program and goals for the project.

Previous uses:

As on of the lowest points on the isthmus, the site and surrounding parcels were a marsh and dumping grounds. As Madison grew, and measures were taken to fill the area to provide additional usable area for the City, a variety of uses have been implemented. Since the 1930s, the site has been used for display, service, and sales of automobiles.

GEBHARDT DEVELOPMENT



Waters Motors- Corner of N. Livingston and East Washington (proposed Grocery Store location)

Project Objectives:

The development team believes that there is an unprecedented opportunity to add to the corridor and City by proposing a full block development encompassing the following objectives:

1: A full block mixed-use sustainable development containing a full service Skogen's Festival Foods grocery store, professional office and retail uses, a mix of housing and live/work environments, and structured parking.

2: A 24 hour destination and district centerpiece providing uses and services necessary for the continued reinvigoration of the neighborhood and District.

3: A sustainable showcase of design and innovation through partnerships and outreach with MG&E, UW Madison, Sustain Dane, the City of Freiburg, Germany, and other local and international groups and businesses.

4: Provide a long term sustainable and livable development designed for multimodal transportation options

5: Provide market rate and income qualified new housing options for employees of the corridor and neighborhood

6: Provide additional employment opportunities for the City

7: Set precedents for future development along the corridor and City.

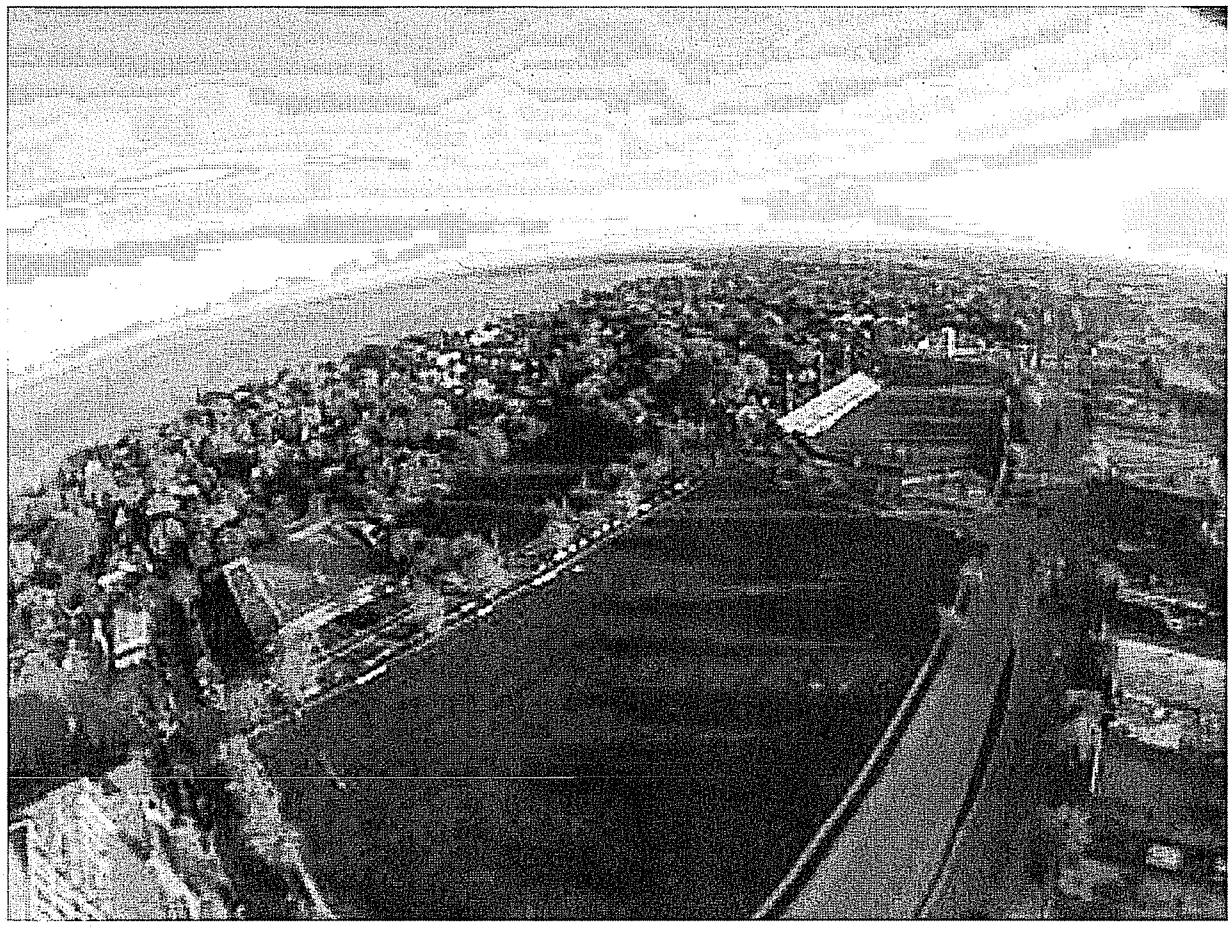
8: Contribute to the reinvigoration of Breese Stevens Field

9: Provide construction employment and long term professional employment in the corridor

10: Benefits to Neighborhood

- Full Service family and employee owned Grocery Store
- Additional Housing options
- Additional walkable commerce options

GEBHARDT DEVELOPMENT



Site-summer of 2013

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GEBHARDT DEVELOPMENT

ZONING:
Site is currently zoned TE (Traditional Employment)

Conditional Use requests are made for the following uses in the TE District:

(28.065)
-Height above 5 stories/68 feet

(Per Table 28-F1)

-Food and Related Goods sales
Proposed Use: *55,000 s.f. full service Festival Foods Grocery Store*
-Outdoor display
Proposed Use: *Approx. 1300 s.f. of Seasonal Display of persihable products as an accessory to the Grocery Store along East Washington and Livingston*
-Outdoor eating area associated with food & beverage establishment
Proposed Use: *Approx. 1000 s.f. of 2nd floor rooftop seating area at the intersection of Livingston and East Washington*
-Market garden
Proposed Use: *3rd floor Rooftop Farm. See attached Management Plan*
-General Retail
Proposed Use: *Ground Floor locations on East Washington (2200 s.f.) and Paterson (1000 s.f.)*
-Vehicle access sales and services windows
Proposed Use: *To serve one of the General Retail spaces*
-Dwelling Units in Mixed-Use Buildings
Proposed Use: *Rental Apartment and Owner-Occupied units*
-Live-Work Units
Proposed Use: *At corner of Mifflin and Livingston*
-Parking facility, private
Proposed Use: *Internal parking structure for use by Customers, residents, employeees, guests and limited special event functions. See attached Management Plan*
-Development within 200 feet of a City-owned park (Breese Stevens Field and Reynolds Field)
Proposed Use: *Mixed-use development*

The following uses are proposed, but will require separate Conditional use applications when additional detail can be presented, but the intended uses should be considered as part of the overall project plan and approval:
-Restaurant
or
-Restaurant/Tavern
or
-Tavern/Brewpub
Proposed Use: *Corner of East Washington and Paterson designated as a desired restaurant space. Roof of 3rd floor commercial is desired as a restaurant with outdoor space.*

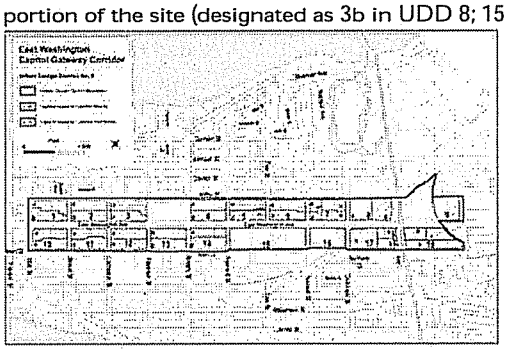
-Outdoor Eating Area

Proposed Use: *Associated with corner restaurant*

-Temporary outdoor events

Proposed Use: *Paterson Street could potentially hold pedestrian events relating to Breese Stevens Field. Additional coordination between Developer and City of Madison Parks Department.*

Additionally, a request to amend the Urban Design District 8 ordinance to allow additional height on a portion of the site (designated as 3b in UDD 8; 15 (c) has been made to the District 2 Alder.



The additional height request affects only a portion of area 3b and is approx. 15% of the total site. Proposed signage will meet the requirements as set forth in MGO 31, with review by the Urban Design Commission as designated in the UDD8 Ordinance.

ADHERENCE TO ADOPTED PLANS AND GUIDELINES

The use and massing of the proposed development are primarily consistent with adopted planning guidelines (UDD 8, TLNA plan and Capitol Gateway Corridor plan) and represent the second major development under the UDD 8 ordinance by a private party in this district.

A request for an additional height above what is allowed by UDD 8 has been made to the Alderperson and a resolution altering the ordinance for lot 3b (as designated on the map of the District as shown on page 2 of the UDD 8 ordinance) has been requested to be introduced to the Common Council.

BONUS STORIES OPTIONS	
SECTION I- (NEED ONE OF THESE)	
I.-- LEED Gold certification, or equivalent	SEE SUSTAINABILITY GOALS IN PROPOSAL
"i --Inclusion of at least fifteen percent (15%) of dwelling units for families with incomes not greater than sixty (60%) Area Median Income (AMI) for rental units and/or an income not greater than eighty percent (80%) AMI for owner-occupied units. Area Median Income is the median annual income calculated by the U.S. Department of Housing and Urban Development for the metropolitan area that includes the City of Madison."	YES-20% @ 50% CMI FOR 15 YEARS PER PSA

10

I --Structured parking that includes space shared by multiple users from multiple lots and that accommodates a substantial space for public use by patrons of both on- and off-site uses.	STRUCTURED PARKING WILL BE USED FOR BREESE STEVENS FIELD EVENTS
SECTION II- NEED A COMBINATION OF THESE	
ii. --Mid-block and through-block public pedestrian, bike, and/or vehicular connections.	YES
ii --Substantial amount of family-supporting housing, including at least ten percent (10%) of dwelling units with three (3) or more bedrooms,outdoor recreation spaces, and/or other family-related amenities.	YES- Over 20% 3 bedrooms provided
ii --Adequately sized community meeting rooms available free of charge for neighborhood, public, or other community meetings or on-site daycare facilities in conjunction with family-supportive housing or employment uses.	YES
ii-- LEED Silver certification or equivalent.	YES

Compliance with other provisions of UDD 8, TE zoning District, and TLNA Plan are illustrated in the attached submittal set.

The anticipated uses for the Commercial areas (+/-110,000 net s.f. total) include a full-service grocery store (54,000 s.f.), retail storefronts, dining establishments, and professional office space, all of which meet the stated intent of providing additional employment opportunities in the District as designated in the Tenney-Lapham and BUILD plans.

The apartment tenant market for the proposed project are individuals who would be attracted to the proximity to the Downtown District, the Tenney-Lapham neighborhood collective and ease of access to the Dane County Regional Airport and other multi-modal transportation options. Also included in the demographic are empty nesters who wish to remain in a centrally located area in their City.

As such, with the exception of the owner occupied units on E. Mifflin Street, the anticipated number of school age children that will increase with this project is minimal, with the thought that existing residents of Tenney-Lapham could relocate to this project and turn over existing single family housing stock.

A request for Tax Incremental Financing will be made by the developer for this project concurrent with

the Land Use submittals.

Additionally, a Certified Survey Map for the project has been generated and submitted to the City of Madison for review and approval.

Project Program:
The components of the project are as follows:

-Structured Parking
-Commercial/Retail/Office along East Washington and N. Livingston Streets
-Residential (rental apartment units) along East Washington and E. Mifflin streets.
-Residential (Live/Work units) along E. Mifflin Street.
-Residential (Owner Occupied units) along E. Mifflin Street.

Targeted business types for the Retail and Office portions of the include:

- -Professional Services
- -Pharmacies
- -Artisans
- -Galleries
- -Sustainability based companies
- -Restaurants/Pubs
- -Medical Clinics and Outpatient Services
- -Bank Branches

The Live/Work spaces provide another opportunity to provide jobs and incubation for small businesses and technology and design-related practices. Designed to provide maximum flexibility, there will be common gallery spaces and courtyards to encourage collaboration, display and idea sharing between entrepreneurs.
Examples of tenants include:

- -Photography Studios
- -Technology and Software startups
- -Wellness related businesses
- -Electronics and Computer related businesses
- -Art Galleries
- -Visual Art and Studios
- -Professional Services

The targeted demographics for residents are as follows:

- -Employees of businesses located in the district
- -Design and Arts professionals
- -Families desiring a sustainable urban lifestyle
- -Current neighborhood residents

As a function of the desire to create a diversity of housing options, 20% of the proposed rental units will be designated for persons earning 50% of CMI.

The corners of N. Livingston, N. Paterson and East Washington, and mid block on E. Mifflin Street are the foci for pedestrian and bicycle activities at the street level. The intent is to activate the streetscape through gathering spaces, both open and covered, and a porous façade with multiple entry points to the building.

Automobile Access and Parking
Access to structured parking is off Paterson and Livingston streets, with through access between side streets provided within the proposed parking structure. Parking will be provided in a structured parking facility for Grocery Store customers, commercial tenants and residents. **No automobile access points will be created off Mifflin Street.**

Approx. **661** covered automobile parking spaces will be provided. Bicycle parking for tenants, workers, and guests is spread throughout the site at street level and in the parking structure.

Additionally, parallel automobile parking is allowed on all streets bordering the site for general use by the general public.

An internal drive-thru window to serve a ground floor tenant will be incorporated into the ground level parking area.

The proposed mixed-use project will have management on site and snow removal, grounds and building maintenance will be the responsibility of the management company.

Trash removal and container storage locations are internally located and hidden from public view and it is anticipated that truck access for trash removal will occur off of N. Paterson and N. Livingston.

Parking uses and ratios:
Grocery Store: 55,000 s.f.
Parking provided: 138 stalls at ground level
45 stalls on second level
Total: **183 stalls**
Ratio: **1 stall/300 s.f.**

General Office:
Parking ratio provided: **1 stall/300 s.f.**

Potential Restaurant (corner of East Washington and N. Livingston, ground floor):
Size: 3,558 s.f.
Dining area: approx. 2500 s.f.
Parking provided: 8 stalls at ground level
25 stalls on second level
Total: **33 stalls**
Ratio: **1 stall/76 s.f.**

Residential:
Parking provided: **1.08 stall/unit**

Breese Stevens Special Events:
A portion of the second floor parking structure can be used for special event parking for Breese Stevens Field patrons. The number of available stalls and available times will be coordinated with City of Madison Parks.

Viewshed:
The proposed project complies with adopted Planning documents with respect to height and setbacks. Because of this, views of the Capitol from Reynolds Park will be unobstructed by this project.

Reynolds Park:
Owner occupied condominiums are proposed for Mifflin Street directly across from Reynolds Park. This use will create a desirable and family friendly streetscape, and will enhance the traffic calming effects and pedestrian and bicycle scale of the East Mifflin Street Bike Boulevard.

Pedestrian Access:
Paths at the perimeter of the site, through the live work area, and at the mid-block access point give priority to easily navigating through and around the site, enhancing livability and long term successful use.

Using Walkscores.com as a metric, the 800 block already scores very high (see attached) and we are adding to the available resources through the creation of a full service grocery store and related amenities and living spaces.

The proposed development serves a large portion of the neighborhood population (including Williamson and Johnson Streets)within an eight minute walk, and to the Square and both lakes within a 15 minute walk.

Bicycle Access:
Bicycle access will occur at nodes on E. Washington at Livingston and Paterson streets and at a center access point on East Mifflin. We will enhance E. Mifflin as the premier Bike Boulevard in the city of Madison by providing convenient access and parking, and a work station. Additional covered bicycle parking for tenants and guests will be provided throughout the development. A B-Cycle location will be pursued for the site or at a Breese Stevens Field location.

Again referring to Walkscores.com, the area is referred to as a "Biker's Paradise" with Downtown, Capitol Square, and most of the Isthmus accessible within an 8 minute bicycle ride. See attached documentation for additional information.

Previous correspondence with B-Cycle representatives had indicated a preference for a B-Cycle location at Breese Stevens Field, however it does not appear as though that location is feasible, so we are working with B-Cycle to locate on the 800N block.

Sustainability:

-High density Brownfield developments served by existing infrastructure and public transit routes are the best solution to use existing resources and slow urban sprawl. This project will benefit the community and region by sparking additional development and business opportunities in an underutilized Corridor.

-The site is accessible by multiple bus, car and bicycle paths and is adjacent to the E. Mifflin bike boulevard.

Public Transportation Access- Existing and Proposed

Current Bus Routes that serve the area:

East Washington:

Routes 6, 14, 15, 25, 29, 27, 56, 57.

Johnson/Gorham:

Routes 2, 5, 9, 10, 27, 28.

Jenifer/Williamson Street:

Routes 3, 4, 10, 38.

-A BRT stop is proposed near the intersection of East Washington and N. Paterson Street.

-A B-Cycle stop will be located in the project at a location to be determined.

-Storm water will be collected for irrigation

-High efficiency toilets and faucets installed throughout

-Construction waste managed carefully for recycling

-Low-VOC products used for flooring, paint, adhesives

-Green roof features at courtyard and roof-top patio

-On site parking for Community Car and solar powered electric car charging stations are being pursued.

-Location scores high in walkability index much of the downtown and most of the east isthmus is accessible with a 15 minute walk.

-Green roofs and usable outdoor space

-LEED Silver Equivalency or greater level to determined through approval processes

-Minimal construction waste

-Minimal land disturbance

-Green roof installations

-BPIV systems

-Biogas digester

-Open Green space/pocket parks

-Accessible bike parking and access

-Covered bike parking

-Energy Star appliances

-Provide private and semi private outdoor space for all tenants

-Low flow water fixtures

-Stormwater recycling and storage for Roof Farm irrigation

-Employee shower and changing areas

-Community car areas

-Energy Star appliances

-Utilization of materials that have post-consumer content and are easily recycled/repurposed

-Utilization of reclaimed materials in live/work lofts

-Water source heat pump central system

-Ability to repurpose parking structure at a future date

-Low or no maintenance exterior cladding

-Rooftop Production Gardens

-Passive House principles

A Passive House is a comprehensive, well-insulated, virtually air-tight building that is primarily heated by passive solar gain and by internal gains from people, electrical equipment, etc. Energy losses are minimized. Any remaining heat demand is provided by

an extremely small source. Avoidance of heat gain through shading and window orientation also helps to limit any cooling load, which is similarly minimized. An energy recovery ventilator provides a constant, balanced fresh air supply.
"Passive" describes well this system's underlying receptivity and retention capacity. Working with natural resources, free solar energy is captured and applied efficiently, instead of relying predominantly on 'active' systems to bring a building to 'zero' energy. High performance windows, super-insulation, an airtight building shell, limitation of thermal bridging and balanced energy recovery ventilation make possible extraordinary reductions in energy use and carbon emission.

LEED:

Silver equivalency or greater will be achieved. This is a function of best building practices as well as an avenue to earn bonus stories per UDD 8.

APARTMENT UNITS:

Apartment units will consist of a combination of Studios-4 bedroom units.
Features of the Units are as follows:

-9'-8" clear ceiling height
-Floor to ceiling windows providing natural light and passive solar gains
-Shared and private outdoor space
-Efficient heating and cooling systems and high performing building envelope
-Stainless appliances
-Granite countertops
-Solid core wood doors
-Sustainable Flooring options
-Laundry facilities will be provided in each unit.

OWNER OCCUPIED UNITS:

Owner Occupied units will consist of a combination of 1-4 bedroom units.
Features of the Units are as follows:

-Built to Passiv Haus standards
-10'-0" ceiling height
-Floor to ceiling windows
-Shared and private outdoor space
-Efficient heating and cooling systems and and high performing building envelope
-Stainless appliances
-Granite countertops
-Solid core wood doors
-Sustainable Flooring options
-Laundry facilities will be provided in each unit.
-Customizable finishes

LIVE/WORK UNITS:

Live/Work units will consist of a combination of Loft-3 bedroom units.
Features of the Units are as follows:

-Flexible spaces to accommodate a variety of end users and activities
-12'-0" ceiling height
-Large windows and overhead doors to accommodate a variety of functions
-Shared and private outdoor collaboration and display spaces
-Efficient heating and cooling systems and high performing building envelope
-Stainless appliances
-Solid core wood doors
-Sustainable Flooring options

-Laundry facilities will be provided in each unit.
-Customizable unit layouts and finishes

SCHEDULE:

The design and development team schedule prior to 01.20.14 is as follows:

04.10.13- Project recommended by City 800 block RFP committee
10.24.13 - Brief Summary of project at TLNA Annual Meeting
10.30.13 – Presentation to Tenney-Lapham Neighborhood
11.13.13 – Informational UDC
11.13.13 Presentation to TLNA Council
12.05.13 – Q+A with Tenney-Lapham Neighborhood
01.08.14 – Informational UDC
01.09.14 – Q+A with Tenney-Lapham Neighborhood
02.04.14 – Meeting with Tenney-Lapham Neighborhood Development Subcommittee

Proposed Project Schedule:

New Construction start (Sitework and Pilings):	**04.15.14**
Grocery and Residential Tower Occupancy:	**07.01.15**
Complete Project completion and occupancy:	**07.01.17**

Project Team:

Owner/Developer:
Gebhardt Development
222 North Street
Madison, WI 53704
608.245.0753
Attn.: Otto Gebhardt III
gebhardtdevelopment@gmail.com

Architect/Project Manager:
Bark Design
222 North Street
Madison, WI 53704
608.333.1926
studio@bark-design.com

Structural Engineer:
Pierce Engineering, Madison, WI
Carl Fink, P.E.

Civil Engineer:
Professional Engineering, LLC
818 N. Meadowbrook Lane
Waunakee, WI 53597
608.849.9378
Attn.: Roxanne Johnson, P.E., LEED AP

GEBHARDT DEVELOPMENT

Rjohnson@pe-wi.com

Landscape Architect:
Design Studio, etc.
608.286.9474
Attn.: Garret Perry, ASLA, LEED AP
gperry@designstudioetc.com

General Contractor:
KBS Construction
1406 Emil Street
Madison, WI 53713
608.271.8111
Attn.: Tom Schuchardt

Aldermanic District 2:
Ledell Zellers

Tenney-Lapham Neighborhood Association
Joe Lusson, President
David Waugh, Chair of Development Committee

Project Breakdown:
Structured Parking- Approx. 703 stalls
Retail/Commercial space- Approx. 115,000 s.f.
Full Service Grocery Store- Approx. 55,000 s.f.
Rental Apartments- Approx. 192,024 s.f.

Land Use Summary:
The subject site is not located in a mapped environmental corridor.
Public Utilities and Services: This property is served by a range of urban services, including Metro Routes Routes 6, 14, 15, 25, 29, 27, 56, 57. with a stop near the intersection of N. Paterson and East Washington. The existing bus stop will remain in use throughout the duration of construction. A bench or other seating area will be provided for bus riders as part of the Landscape amenity package.
Additionally, a BRT stop is proposed for the site, with additional infrastructure associated with those improvements to be designed and funded separately from this proposed development.

Dimensional Requirements

Lot Area
Required: 6,000 sq. ft. (min.)
Proposed: Approximately 193,475 sq. ft. or **4.5 Acres**

Lot Width
Required: 50'-0" (min.)
Proposed: 593'-0"- **OK**

Front Yard Setback
Required: 0'-0"

Proposed: 15'-0" -**OK**

Side Yard Setback
Required: 6'-0" (min.)
Proposed: 5'-15' per UDD8- **6'-0" will be provided per zoning code**

Rear Yard
Required: 20'-0" (min.)
Proposed: 5'-15' per UDD8

Maximum Lot Coverage
Maximum: 85%
Proposed: 193,475 S.F. Total Site
158,701 S.F. = Lot Coverage = 82% < 85% =**OK**

Minimum Height
Required: 22'-0", measured to building cornice
Proposed: 24'-0" =**OK**

Maximum Height
5 stories / 68', except when approved as a conditional use
14 stories stories / 164'-0"

Site Design

Number parking stalls: 703
In General, 3 spaces per 1000 s.f. of commercial space and 1 stall per residential unit.

Accessible stalls:
14 total on first and second parking levels

Loading Areas:
3 (10' x 35') areas provided with 14'-0" clear height

Bike parking:
244 stalls (will have breakdown)

Amenities:

-Private and public outdoor space- private balconies, rooftop terraces
-Public Rooftop Terrace on 10th floor. Access and availabilities to be determined between City Staff, Developer, TLNA, and Project residents.
-Covered Automobile and Bicycle Parking
-Laundry Facilities in each unit
-Community Room
-On site fitness room or access to Constellation Fitness Room
-Shared Meeting spaces on commercial level
-Full Service Grocery Store

GEBHARDT DEVELOPMENT

Building Area Breakdown:
Total S.F.: 655,000 S.F.

Breakdown by Component:
Grocery: 55,000 s.f.
Parking: 292,600 s.f.
Commercial/Retail/Office: 65,500
Rental Residential: 220,100
Owner Occupied Residential: 27,100

Breakdown by Floor:

1ST (GROUND) FLOOR: 138,800 GSF
7,000 S.F. COMMERCIAL/RETAIL
3,000 S.F. LOBBIES, CIRCULATION
63,800 S.F. PARKING, MECH., STORAGE
50,000 S.F.GROCERY STORE
7,000 S.F. OWNER OCCUPIED HOUSING
8,000 S.F. LIVE/WORK HOUSING

2ND FLOOR: 102,500 GSF
27,500 S.F. COMMERCIAL/OFFICE
2,800 S.F. LOBBY
57,200 S.F. PARKING
7,000 S.F. OWNER OCCUPIED HOUSING
8,000 S.F. LIVE/WORK HOUSING

3RD FLOOR: 104,325 GSF
31,000 S.F. COMMERCIAL/RETAIL
2,800 S.F. LOBBIES, CIRCULATION
57,200 S.F. PARKING, MECH., STORAGE
6,100 S.F. OWNER OCCUPIED HOUSING
7,225 S.F. LIVE/WORK HOUSING

4TH FLOOR: (PARKING LEVEL): 57,200 GSF
57,200 GSF PARKING, MECH., AND STORAGE

5TH FLOOR (PARKING LEVEL): 57,200 GSF
57,200 GSF PARKING, MECH., AND STORAGE

4TH FLOOR TOWER (RESIDENTIAL UNITS): 23,900 GSF
(5) EFFICIENCIES
(7) 1 BEDROOM
(8) 2 BEDROOM
(3) 3 BEDROOM

GEBHARDT DEVELOPMENT

5TH FLOOR TOWER
(RESIDENTIAL UNITS): 23,900 GSF
(5) EFFICIENCIES
(7) 1 BEDROOM
(8) 2 BEDROOM
(3) 3 BEDROOM

6TH FLOOR
(RESIDENTIAL UNITS): 23,900 GSF
(5) EFFICIENCIES
(7) 1 BEDROOM
(8) 2 BEDROOM
(3) 3 BEDROOM

7TH FLOOR
(RESIDENTIAL UNITS): 23,900 GSF
(5) EFFICIENCIES
(7) 1 BEDROOM
(8) 2 BEDROOM
(3) 3 BEDROOM

8TH FLOOR
(RESIDENTIAL UNITS): 23,900 GSF
(5) EFFICIENCIES
(7) 1 BEDROOM
(8) 2 BEDROOM
(3) 3 BEDROOM

9TH FLOOR
(RESIDENTIAL UNITS): 23,900 GSF
(5) EFFICIENCIES
(7) 1 BEDROOM
(8) 2 BEDROOM
(3) 3 BEDROOM

10TH FLOOR
(RESIDENTIAL UNITS): 23,900 GSF
(5) EFFICIENCIES
(7) 1 BEDROOM
(8) 2 BEDROOM
(3) 3 BEDROOM

11TH FLOOR
(RESIDENTIAL UNITS): 13,100 GSF
(0) EFFICIENCIES
(5) 1 BEDROOM
(4) 2 BEDROOM
(4) 3 BEDROOM

GEBHARDT DEVELOPMENT

12TH FLOOR
(RESIDENTIAL UNITS): 13,100 GSF

(0) EFFICIENCIES
(5) 1 BEDROOM
(4) 2 BEDROOM
(4) 3 BEDROOM

14TH FLOOR (Two Level Units)
(RESIDENTIAL UNITS): 10,452 GSF

(0) EFFICIENCIES
(5) 1 BEDROOM
(4) 2 BEDROOM
(4) 3 BEDROOM
(1) 3 BEDROOM

15TH FLOOR
(RESIDENTIAL UNITS): 10,452 GSF

END

Respectfully Submitted,

Otto Gebhardt III
Gebhardt Development

Supplemental Information:

Project Team Bios:

GEBHARDT DEVELOPMENT
Attn: Otto Gebhardt III
608.245.0753
222 North Street Madison, WI 53704

Otto has been involved in real estate investment and a business owner in Madison, Wisconsin and surrounding communities for more than 21 years. Otto has significant contacts in the Madison real estate and financial markets. He owns and operates numerous companies, including Colonial Management, Inc., which is a property management company that manages approximately 1,200 commercial and residential units in the Madison metro area. Otto has successfully developed and redeveloped several properties in the Madison area and has garnered past recognition from Madison city officials for the quality and viability of his commercial real estate projects. Otto's vision and ability to complete complicated transactions was apparent with the current construction of the Constellation project on the 700N block of East Washington, using a variety of financing instruments and TIF. He owned and managed Quality Fitness, a retail fitness equipment business with headquarters in Madison, for approximately 16 years from 1988 to 2004. Otto has been active in civic and non-profit organizations for his entire professional life.

SKOGEN'S FESTIVAL FOODS
Attn: Kirk Stoa

Festival Foods, a family-owned company operating stores strategically throughout Wisconsin, was founded as Skogen's IGA by Paul and Jane Skogen in 1946 in Onalaska, Wis. With only $500 of borrowed money and a lot of enthusiasm, Paul and Jane began the company which now operates 18 full-service, state-of-the art supermarkets and employs more than 5,000 full and part-time associates. Festival Foods is well-known for its "Boomerang Theory" - every business decision we make is based on the question, "Will it bring the customer back?"

Festival Foods: Past to Present From 1946 to 1974, the Skogen family acquired a number of small IGA stores and in 1979 it added the Red Owl store in Holmen, Wis. Paul Skogen passed away in 1976 at which point his son, Dave, along Dave's wife, Barb, oversaw company operations.

In 1990, the Skogen family identified a shifting trend in consumer buying habits and decided a change of store format was best for the company's future growth. On June 28, 1990, they opened their first Festival Foods store in Onalaska. In 1992, Dave's son Mark joined the company full-time. Together, Dave and Mark led Festival Foods to unprecedented growth by opening additional stores across Wisconsin in Marshfield, Green Bay, Bellevue, De Pere, Oshkosh, Eau Claire and Holmen.

Dave transitioned to Chairman of the Board in 2006 and continues to be active in the company. With that change, Mark became CEO and President and has carried on the tradition of success built by his father and grandfather. Since 2006, Festival has opened stores in La Crosse (Copeland Avenue) , Appleton (Darboy), Appleton (Northland Avenue), Fond du Lac, Manitowoc, Neenah, Suamico, Sheboygan, La Crosse (Village Shopping Center) and Kenosha.

ID

GEBHARDT DEVELOPMENT

Architects

BARK DESIGN- PROJECT ARCHITECT AND DEVELOPMENT MANAGER

Attn: Christopher Gosch
608.333.1926

Christopher's experience has taken him around the country for retail, commercial, and multi-family housing projects. His ability to create spaces in unexpected and unique ways has been a result of many years of research, listening, and implementing these ideas.

As a former employee of the Alexander Company, Christopher worked on
very challenging historic renovation, multi-family, and commercial projects, and as a strong believer in collaboration as a design tool, he has been able to successfully work with building owners, tenants, contractors, and tradespeople to create enduring, functional, and inspirational built environments.

He is a registered Architect in the State of Wisconsin and is continually exploring new ways to build and live.

Work can be viewed at: www.bark-design.com

KAHLER/SLATER ARCHITECTS

attn.: Glenn Roby

Our Purpose
We exist to enrich life through artful design.
Our Mission
Partner with visionary clients to bring their visions to life through total experience design.

Our Core Values

- Trusting Relationships
- Respectful Collaboration
- Passion
- Creativity
- Integrity
- Openness
- Community

ARCHITEKTBURO HANSEN/Passivhaus Architect

Attn.: Meinhard Hansen
mhansen@meinhard-hansen.de
www.meinhard-hansen.de/
Mobile: 01149 (0)151 24034024

Meinhard Hansen is a Passivhaus Architect from Madison's Sister City of Freiburg, Germany who has over 20 years of experience in designing and building to the super-high energy efficiency standard referred to as "Passivhaus" (PH). Buildings built to the PH standard use 80-90% less heating and cooling load than conventional construction. Mr. Hansen, in collaborations with Mr. Petith of GreenLink Projects LLC, has been developing connections over the past 5 years to enter the Madison marketplace.

Mr. Hansen will help design and implement the technologies needed to construct two PH Townhouse units on the NE side of the property that will be used to demonstrate PH concepts and technologies. He will be working in conjunction with Viessmann Group in Allendorf, Germany to source relevant technologies, will consult on the project, and will also be a resource as the facility develops distance-learning workshops that showcase green technology and innovations from Freiburg.

10

GEBHARDT DEVELOPMENT

General Contractor

KBS CONSTRUCTION
Tom Schuchardt
(608) 838-6100
3841 Kipp St. Madison, WI 53718

KBS was founded in August of 2000 by Dennis Klein, Torn Schuchardt, Larry Breneman and Pat Babe. These four combined over 100 years of construction and development experience to form a new general construction company serving southeast Wisconsin.

The foundation of the KBS business plan was to assemble the best field operations in Wisconsin and supplement that with superior estimating and project management services. The combination of the best self-perform construction operations, with high quality management, utilizing state of the art tools and systems, has helped KBS steadily grow into one of the largest contractors in Wisconsin.
In 2005, Doug Carlson joined KBS as a vice president, Chief Financial Officer and shareholder. Doug's wealth of experience and quality reputation in the industry is a substantial asset to the company.

This group's diverse experience in administration, field operations, accounting, finance and development enables KBS to approach every project with a unique understanding of not only design and construction, but the intricacies of financing, developing and marketing the final product.

Landscape Architect

DESIGN STUDIO ETC.
Garret Perry ASLA, LEED AP gperry@designstudioetc.com

Garret has been practicing landscape architecture and community based planning for the past 20 years. His strong emphasis on timeless design and community participation has established him as respected professional in the Midwestern community. Garret's commitment to inspired and collaborative greatest strength.

Other consultants:

Civil Engineer:
Professional Engineering; Waunakee, WI
Roxanne Johnson, P.E.

Structural Engineering:
Pierce Engineering, Madison, WI
Carl Fink, P.E.

Surveyor:
Isthmus Surveying; Madison, WI
Paul Spetz

Geotechnical Engineer:
CGC Inc. ; Madison, WI
Dave Staab

GEBHARDT DEVELOPMENT

OTHER PROJECT PARTNERS

Sustain Dane
Jessie Lerner
Executive Director

Sustain Dane (SD) will be a project tenant and a facility/site events programming partner. SD will conduct a portion of their ongoing events and programs in the facility (ie: Badger Bioneers and Eco-Salon)—programs that help the community understand issues and trends in the area of sustainability. Additionally, SD will collaborate to bring other sustainability-related events to the CED area, including 2-3 programs with components at Breese Stevens Field.

SD, under Ms. Lerner's stewardship has grown into the region's premier sustainability organization and in conjunction with several partners (including the City of Madison and MGE) has developed several programs that assist the business community in realizing a greater level of sustainability in their buildings and general operations. These connections will serve as one of the networks to help cultivate tenants for the development.

Madison Gas & Electric
Lynn Hobbie
Executive Vice President

Madison Gas & Electric (MGE) is willing to explore funding opportunities for energy-related demonstration areas in the 800N Block site. If MGE were to be involved, they would collaborate with Gebhardt Development LLC, UW-Madison and other stakeholders to design, plan and implement the proposed demonstration areas that will serve to educate the Madison community about specific energy opportunities and applications. Ms. Hobbie and her team have been involved in the Gebhardt Development proposal and have indicated a strong interest in the proposed interactive concept of site and facility.

UW-Madison
Craig Benson, Co-Director, Office of Sustainability;
Paul Robbins, Director, Nelson Institute for Environmental Studies;
Elizabeth Tryon, Assistant Director for Community-Based Learning, Morgridge Center for Public Service;
Tom Eggert, Esq., School of Business, WI-DNR, WI Sustainable Business Council;
Laura van Toll and John Ferrick, College of Agricultural and Life Sciences International Programs Office

UW-Madison will have several avenues of involvement in the activities on the 800 N. Block site. The Office of Sustainability and Nelson Institute will help provide interns to partner with the Gebhardt Development team to assist with site, facility and 'green' demonstration area project development. Many of the proposed demonstration features of the site and facility will be designed to host ongoing research components. This capacity will allow the renewable energy and energy efficiency site aspects to remain fresh and relevant into perpetuity. The Morgridge Center for Public Service will help coordinate ongoing site and facility support by assisting with Community-based Learning and Research.

Ongoing infrastructure support would include student tour guides, information desk staffing and related activities to be coordinated with other stakeholders (i.e.: Sustain Dane and MGE). The School of Business and WI Sustainable Business Council will assist in identifying potential WI-based tenants.

The CALS International Programs Office has a working relationship with Ted Petith (a CALS Associate Lecturer) to plan, organize and lead Global Health Certificate Field Experience courses both in Madison and in Freiburg.

These UW-Madison entities are extremely supportive of increasing the number of real-world opportunities for students that serve to enhance their traditional classroom experiences (i.e.: Capstone courses), and are excited about a long-term relationship with the Project and site. This dynamic will be a unique method of injecting developing young minds into the CED to help invigorate and enliven the area.

GreenLink Projects LLC
Ted Petith

As Principal Consultant of GreenLink Projects LLC, Mr. Petith's work in the past 8 years has centered on information and expert exchange – particularly concentrating on Madison's Sister City of Freiburg, Germany – that can be used as the basis for exciting and forward-thinking 'green' projects in Madison. Mr. Petith has worked extensively with the City of Freiburg and the German-American Chamber of Commerce of the Midwest (GACCoM) to develop networks that can support ongoing informational and educational exchange for the benefit of the Madison community.

Mr. Petith has worked extensively to bring green-tech experts to Madison and has also led or facilitated several fact-finding delegation trips to Freiburg for the City of Madison, UW-Madison and the GACCoM. In addition, he has helped several GACCoM delegations find contact opportunities in WI, including a week-long GACCoM BioEnergy Conference and Delegation that visited Madison (Oct. 2011). Mr. Petith and GreenLink Projects LLC have developed an extensive list of business contacts in Germany and WI who are interested in innovative green projects. As a member of Gebhardt Development's 800 N. Block project team, Mr. Petith will utilize his many years of networking and cultivation to bring a unique dynamic to the project. Mr. Petith will work as a Gebhardt team member to finalize tenancy for the GreenLink Centre, assist in implementing the broader 'green vision' for the site.

City of Freiburg, Germany
Günter Burger, Head, International Affairs Division;
Petra Hess, Freiburg Green City Office

Freiburg is Madison's Sister City in Germany and is a globally-recognized destination for green technologies, projects, R&D and eco-tourism. With over 15,000 people living in sustainably designed neighborhoods (Stadtteil Vauban and Reiselfeld), a strong public and carbon-free transportation system, innovative projects (i.e.: Solar Info Center, Buggingerstrasse 50, Solar Hotel Victoria) and many other 'best-practice' sustainability initiatives, Freiburg provides good models for medium-sized urban environments. In the last 8 years, collaborating with Ted Petith of GreenLink Projects LLC, the City of Freiburg has assisted Madison-based green professionals, UW-Madison students and others to experience what it has developed in the green space, as well as facilitating knowledge-exchange on potential projects that could benefit its US Sister City of Madison.

The City of Freiburg will assist in organizing Freiburg-related green information and demonstration areas for the project and will continue to facilitate green-related educational exchange with Madison by helping to support the facility's distance-learning activities and objectives. Mr. Burger and Ms. Hess were briefed in Freiburg in late October 2012 by Mr. Petith on the potential of a Gebhardt proposal. They have been updated recently on progress and are very excited to collaborate on a variety of levels.

Commercial Broker
Lee and Associates
attn.: Todd Waller

Mr. Waller will attempt to find suitable commercial tenants that meet the objectives of the developer.

b a r k d e s i g n

Plan Commission- 800N Sequencing Summary

Date: 02.28.14
Project Name: The Galaxie
Location: 800N Block East Washington Ave.; Madison, WI
Owner: Gebhardt Development

The intent of the proposed construction on the 800N Block of East Washington Avenue is as follows:

1: Grocery Store, structured parking, and residential tower to begin first, with staging areas and construction deliveries to occur off of East Washington and/or Paterson Street.

2: Retail/Office to be constructed along East Washington and Paterson Street after completion of the Grocery and tower as the staging area moves anti-clockwise around the block. Construction deliveries to be made off of Paterson Street.

3: Owner Occupied component to be sequenced next as the staging area moves to the corner of Mifflin and Livingston. Construction deliveries to be made off of Paterson Street.

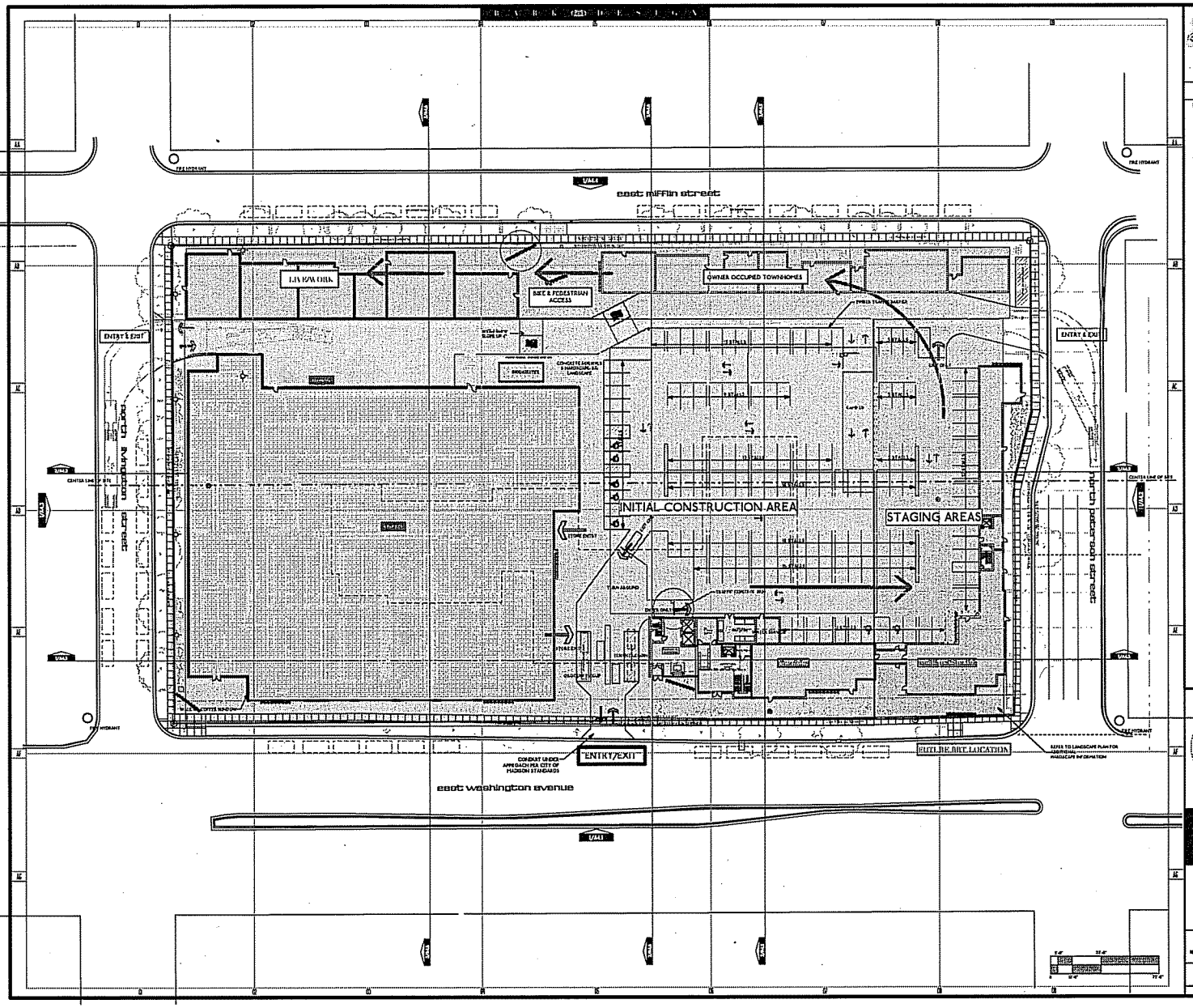
4: Live/Work component to be the final piece and project can be staged internally due to the smaller scale of the project. Construction deliveries to be made off of Livingston Street.

It is anticipated that construction worker parking can occur on the 800S block of East Washington pending a Temporary Land Use Permit for the vacant City owned property at that location. This scenario minimizes impact on street parking in the neighborhood.

Total buildout for the 800N block is anticipated to take approx. 36 months, depending on multiple factors.

END

attachment: overall sequencing plan



GENERAL NOTES

1. PROVIDE PARKING SPACE STRIPING AND NUMBERING
2. PARKING STALLS TO BE 9'-0" IN WIDTH BY 18'-0" IN LENGTH WITH A 24'-0" BACKUP
3. SLOPE CONCRETE RAMP TO CATCH BASINS 1/4"/FT. MIN.
4. PROVIDE LAYOUT CONTROL JOINTS @ 12'-0" O.C. AND AT OUTSIDE CORNERS OF INTERIOR WALLS. COORDINATE WITH ARCHITECT AND GENERAL CONTRACTOR
5. REFER TO LIGHTING DRAWINGS FOR LOCATIONS AND EXTENTS OF LIGHT FIXTURES
6. BICYCLE PARKING STALLS TO BE 2'-6" W X 6'-0" D
7. SCOOTER PARKING STALLS TO BE 2'-6" W X 4'-0" D AND SHALL BE REPRESENTED BY STRIPING ON CONCRETE SURFACE.
8. REFER TO LANDSCAPE DRAWINGS FOR LOCATIONS AND EXTENTS OF LANDSCAPING AND HARDSCAPE
9. GENERAL CONTRACTOR TO COORDINATE ALL UTILITY SERVICE ENTRIES, LOCATIONS, METERS AND CLEARANCES REQUIRED BY UTILITY COMPANY AND/OR EQUIPMENT SUPPLIED BY CONTRACTOR OR SUBCONTRACTOR, AND AS OTHERWISE MANDATED BY APPLICABLE CODE OR AUTHORITY HAVING JURISDICTION FOR REVIEW BY ARCHITECT.
10. DESIGN/BUILD CONTRACTORS TO VERIFY THAT SOUND LEVELS OF ALL EQUIPMENT MEET OR EXCEED ALLOWABLE SOUND ORDINANCES FOR MUNICIPALITY.
11. GENERAL CONTRACTOR TO COORDINATE ALL SOUCH OPENINGS IN PRECAST PANELS WITH ARCHITECT, SUBCONTRACTORS AND PRECAST SUPPLIER
12. GENERAL CONTRACTOR TO PROVIDE PARKING LOT WHEEL STOPS WHERE SHOWN OR REQUIRED BY AUTHORITY HAVING JURISDICTION.
13. GC TO COORDINATE CATCH BASIN LOCATIONS AND ELEVATIONS WITH PLUMBING DESIGN/BUILD CONTRACTOR
14. ISOLATE PILASTERS AND COLUMNS FROM FLOOR SLAB
15. THE CONTRACTOR SHALL RECONSTRUCT THE SIDEWALKS ALONG ADJACENT STREETS WHICH ARE DAMAGED DUE THE CONSTRUCTION OF THIS DEVELOPMENT.
16. ALL PROPOSED SIDEWALK AND CURB GRADES ALONG EAST WASHINGTON AVENUE SHALL BE COORDINATED WITH THE PROPOSED EAST WASHINGTON MEDIAN AND STREET DESIGN.
17. THE CONTRACTOR, ARCHITECT, AND ENGINEER SHALL COORDINATE THE PROPOSED 303 EAST WASHINGTON AVENUE MEDIAN AND ROADWAY IMPROVEMENTS WITH CITY OF MADISON ENGINEERING AND TRAFFIC ENGINEERING
18. REVIEW PROPOSED STORM CONNECTIONS WITH CITY OF MADISON ENGINEER PRIOR TO COMMENCING CONSTRUCTION

AUTO PARKING STALLS:
DEDICATED GROCERY: 133
HC: 7
VAN ACCESSIBLE: 3

BIKE PARKING STALLS 103
OUTSIDE PARKING STRUCTURE:
GROUND LEVEL (MADRAX): 94
INSIDE PARKING STRUCTURE:
1ST FLOOR PARKING (MADRAX): 9

BUILDING SUMMARY:

7,000 S.F. COMMERCIAL/RETAIL
3,000 S.F. LOBBY
63,800 S.F. PARKING
55,000 S.F.GROCERY STORE
7,000 S.F. OWNER OCCUPIED HOUSING
8,000 S.F. LIVE/WORK HOUSING

DATE	DESCRIPTION
08.15.13	PLAN COMMISSION REVIEW SET
10.31.13	BAT REVIEW SET
12.19.13	BAT REVISIONS, UDC
02.20.14	INITIAL UDC

PLAN COMMISSION SUBMITTAL

bark DESIGN | DEBHARDT DEVELOPMENT

WWW.JAKE-DESIGN.COM
JEFF@JAKE-DESIGN.COM
608.333.1122

02.12.14

galaxie
800 BLOCK EAST WASHINGTON AVENUE
MADISON, WI

PROJECT SEQUENCING

PS

1D

Heather Stouder, AICP
Planner, Planning Division
City of Madison Department of Planning &
Community & Economic Development
Madison Municipal Building, Ste. LL-100
215 Martin Luther King, Jr. Blvd.
PO Box 2985
Madison, Wisconsin 53701-2985

Re: The Galaxie- Management Plan

Parking:

Grocery Parking:

Ground Floor parking will be utilized primarily by visitors to the grocery store through a secure gate system. Visitors will enter the secure area through a gate and obtain a token at the store following a purchase for exit.

Residential Parking:

Parking levels four and up would be restricted with garage door style access for use exclusively by the residents. Residents that choose to park in the lower levels during evening and non-business hours could do so.
Residential parking on floors four and up will be on a paid basis without stall assignment.
In the event there were surplus stalls available, we would either reduce rates or rent surplus stalls to commercial tenants on first, second and third floor to alleviate any traffic/parking congestion on floors one and two.
Management will be flexible on how to handle the overall parking situation based on experience once the building is open.

Commercial Parking:

Parking levels one, two, and a portion of three would be for the commercial tenants and their clients. This level would have signage whereby the parking is restricted for commercial occupants and their guests. This signage would allow management to monitor ticket and tow as necessary to maintain available stalls for all commercial residents and their guests.

Special Event Parking:

Approximately 100 stalls can be made available on the second and third floors of the parking structure for Special events in the immediate area. At these times, parking would be monitored for access by the management company and a nominal fee would be charged per vehicle for use of the parking structure. Times and durations of events will be coordinated with the City of Madison Parks Department at a future date once project is completed.

It is the intent that these events would occur after normal businesses hours (after 5pm on weekdays and all day on weekends) and the available spaces would be ones that would typically be utilized by office (commercial) tenants during the business day (7:30a to 5:30p).

Common Areas:

Management of the rooftop terrace will be reviewed periodically and modified as necessary. The eleventh floor rooftop terrace will be open to residents only by (using their key fob) from 10 AM to 7 PM, seven days per week for the enjoyment of our residents. The hours will change based on the hours of sunlight. The key fob will not open the terrace door during non-specified hours.

Reservations for the rooftop terrace are available to non-residents, but only on a request and approval basis through the management company.

A designated date and time per month will be coordinated with the City of Madison Parks Department that will make the roof deck available to the general public.

Trash and recycling removal

There will be a trash and recycling room on each floor. The trash chute will accommodate trash going directly to the first level trash room allowing people to dispose of their trash 24/7
The trash rooms would also be equipped with recycling bins where residents can place their recyclables. Those bins would be emptied weekly by management with recyclables taken to the recycle bins in the first floor trash/recycle room where they would be picked up by a waste management service as needed each week.

Move-in / move-out plan

The initial move-in will be from July 1, 2015 to October 1, 2015. Thereafter, move in and lease dates will be staggered throughout the summer months.
A van of less than 8 feet in height will be able to enter the garage and park on fourth floor adjacent to the elevator for purposes of moving in and moving out.

Vans having a greater height than 8 feet will use the designated loading zone areas.
Management will have staff on-site five days per week on an as needed and demand basis during selected hours. The hours and days of on-site staff may change based on the need of the building.

Maintenance of landscaped areas

Day-to-day maintenance of the exterior landscape will be the responsibility of the property management staff.

Maintenance of proposed biodigester

Maintenance of biodigester to be performed by manufacturer.

Maintenance of proposed rooftop farm

Maintenance of rooftop farm to be addressed in a separate document.

The Galaxie: Rooftop Farm Operations Plan

DRAFT

Intent:
Construction and operation of a rooftop production farm located on the approximate 3rd or 4th floor of the proposed project at 800N East Washington Avenue, Madison, WI.

Size:
Approx. 8000 s.f., expandable to 25,000 s.f.

Types of produce:

The following types of plant production will be pursued:
-Pumpkins
-Spinach
-Cucumbers
-Radishes
-Carrots
-Peas
-Beans
-Peppers
-Tomatoes
-Greens (lettuces, mustards, arugula)
-Herbs (sage, tarragon, parsley, chives, cilantro, dill)
-Flowers

Market:
The intent is to sell produce directly to adjacent restaurants and grocery store. Sales will occur directly to these businesses, or at designated Farmer's Markets in the region. Direct sales to the public will not occur at this location.

Accessibility:
The Farm will be located on an accessible route and will be periodically be available for the public for tours and educational events, but not for general commerce.

Chemicals:
The intent is to raise all produce with organic practices and utilize biological insect and pest control in lieu of any chemical solutions. This eliminates the need for purchase, delivery and storage of potentially harmful materials at this location.

Growing medium can be refreshed on an annual basis with the organic waste stream from the proposed biodigester.

Equipment:
After Construction is complete, there would be very little need for additional powered equipment at the farm location, other than small hand tools, and possibly a small skid-steer. All work involving gas or electric powered equipment will occur between 8am and 5pm.

Environmental Impact:
After Construction is complete, there would be very little need for additional powered equipment at the farm location, other than small hand tools, and possibly a small skid-steer. All work involving gas or electric powered equipment will occur between 8am and 5pm.

Rainwater will be harvested at several locations for use on the farm, lessening the impact of stormwater on existing City infrastructure.

All planting beds will have appropriate filter fabrics and will be drained to the storm system in the event excessive rain occurs that overloads the planting medium's water retainage capacity.
Proposed plant and growing medium types will not contribute to soil erosion or dust creation. During the non-growing season, growing medium will be covered either with a hardy ground cover or a permeable fabric cover to contain any particulates.

Prohibited uses:
-Farm animals
-Prohibited or injurious or invasive plant species as designated by WDNR.
-Oats, wheat, and rye, except when used as a winter cover crop and not grown to full maturity

Waste Handling:
Organic matter will be transported and disposed of in the on-site biodigester. Non-organic matter will be recycled or re-purposed to the greatest extent possible or placed in on-site refuse receptacles.

Trash containers shall be located to the rear of the space or at an interior location.

Lighting:
Lighting, if provided, shall be shielded so that all directly emitted light falls within the rooftop farm boundaries.

Maintenance:
The property shall be maintained free of high grass (with the exception of purposely cultivated native species, which shall be allowed), weeds, invasive species, or debris. Dead garden plants shall be removed regularly, and in any instance, no later than November 30th of each year.

The property shall generally be maintained in an orderly and neat condition.

The property shall be maintained as to prevent the free flow of stormwater, chemicals, dirt, or mud across or onto adjacent lots, properties, public streets, or alleys.

The use shall not be detrimental to the physical environment or to public health and general welfare by reason of excessive production of noise smoke, fumes, vibrations, or odors. Operating equipment such as fans, shall be located or buffered so as to prevent unreasonably high noise levels at any point on the property boundary.

Tools, supplies, and machinery shall be stored in an enclosed structure or removed from the property daily. All materials and fuels shall be stored in an enclosed, locked structure when the site is unattended. Motorized equipment operation shall be restricted to hours beginning at 8:00 A.M. and ending at 5:00 PM.

Restroom facilities are provided on site in the interior of the building

Compost will be located as close as is practicable to the rear crop setback (five (5) feet from the property line) and at least twenty (20) feet from the nearest principal residential structure.

Accessory Structures:

The following accessory structures may be implemented at a future date and under separate review:
Greenhouses, hoophouses, high tunnels or similar structures used to extend the growing season

Signage: Internal directional signage is requested.

800N Transportation Demand Management Plan- Festival Foods

02-20-2014

Requirement: Transportation Demand Management.

Any single retail business establishment of forty thousand (40,000) square feet or more with one hundred (100) or more full-time employees or full-time equivalents is required to have a Transportation Demand Management (TDM) Plan.

Requirement: *The TDM Plan shall generally describe the applicant's intent with respect to reducing the number of single- occupant automobile trips and list the methods the applicant intends to use. These methods shall be based on the transportation choices available and indicate if the applicant will provide for either the full price to purchase a monthly bus pass from Madison Metro, or provide for three (3) or more of the following options to all employees: ridesharing/car pool matching; preferred parking for ridesharers; secured bicycle parking, showers and lockers; employee commuting subsidies or awards; emergency ride home program; employer-subsidized bus passes; provision of real-time transit information; or other options proposed by the employer to discourage the use of single-occupant vehicles, and as approved by the City.*

Skogen's Festival Foods in tends to reduce the number of single-occupant vehicles that frequent our store in the following manner:

1) **Priority parking spaces will be provided for those associates that participate in a carpool or ridesharing agreement. We will facilitate carpooling and ridesharing arrangements by posting a rideshare board in the associate breakroom and informing and encouraging all employees to participate in this program.**
2) **Ample secure bike parking will be provided on premise**
3) **We will evaluate how to disburse and control the use of the half price bus tokens or passes. We will work with City representatives to better define the parameters of this program prior to the opening of our store.**
4) **Showers available for employees in the building, and lockers will be available in the breakroom.**

Requirement: *The employer shall make the provisions in its Plan available to all employees.*

Our transportation plan will be included our N.A.O. training program at our store. (New Associate Orientation). This program trains 100% of new associates prior to their first day of employment with us.

For all minors that become a new associate of Skogen's Festival Foods, a parent or guardian is required to attend N.A.O. as well, so they will also know of our transportation alternatives.

Requirement: *The Plan shall describe the traffic/parking impacts of the development and shall provide specific details on the measures the employer will use to monitor the traffic/parking impacts.*

There will be increased traffic due to the proposed use as a full service grocery store where previously there was a low-use car dealership and vacant lot. Traffic will be routed to

Livingston and Paterson Streets for distribution onto East Washington or other arterial streets.

Parking for grocery store customers will be accessed from East Washington Avenue and will be secured with a gate for entry, and the requirement of a coin or validated ticket for exit.

We anticipate that the entry traffic generated by customers to the store is best to be accessed off the busiest street (East Washington) and not a quieter residential / local street.

Customer vehicle exiting can occur either to East Washington or to Paterson or Livingston, which would give customers a variety of choices while also not encouraging travel down East Mifflin Street.

It is anticipated that due to the location of the store in a dense urban environment, and pedestrian and bicycle connections, nearby residents will choose to pursue transportation options other than automobiles and will be pursuing more numerous pedestrian or bicycle oriented trips rather than a weekly or bi-weekly shopping trip.

Employee parking will occur on the second floor of the parking structure, with access off East Washington, Paterson, or Livingston Streets, with exiting following the same model.

Employees will have varying start and stop shift times and no large employee exiting or entry events during a typical workday are anticipated.

Guest and Employee parking will be monitored daily and particularly at peak times and events by Grocery staff. Staff will be directing traffic as needed at peak holiday times and a monitor displaying available stalls on the first and second floors will be visible from the East Washington entry.

Requirement: *The Plan shall be periodically updated at intervals not to exceed every two years.*

Skogen's Festival Foods, in concert with the developer, will update and submit the Transportation Demand Management Plan to City of Madison Traffic Engineering at two year intervals starting at the time of store opening.

Requirement: *The Plan shall be reviewed by the Traffic Engineer in concert with the Planning Division Director. The Traffic Engineer shall provide comments and suggestions for how the Plan might be improved.*

Skogen's Festival Foods is looking forward to suggestions and comments pertaining to the submitted plan and we anticipate the plan will evolve over time as more transportation resources and options are implemented on a municipal level.

MEMORANDUM

AYRES ASSOCIATES

To: Chris Gosch, Gebhardt Development; Scott Langer, P.E., City of Madison

From: John Davis, P.E., PTOE

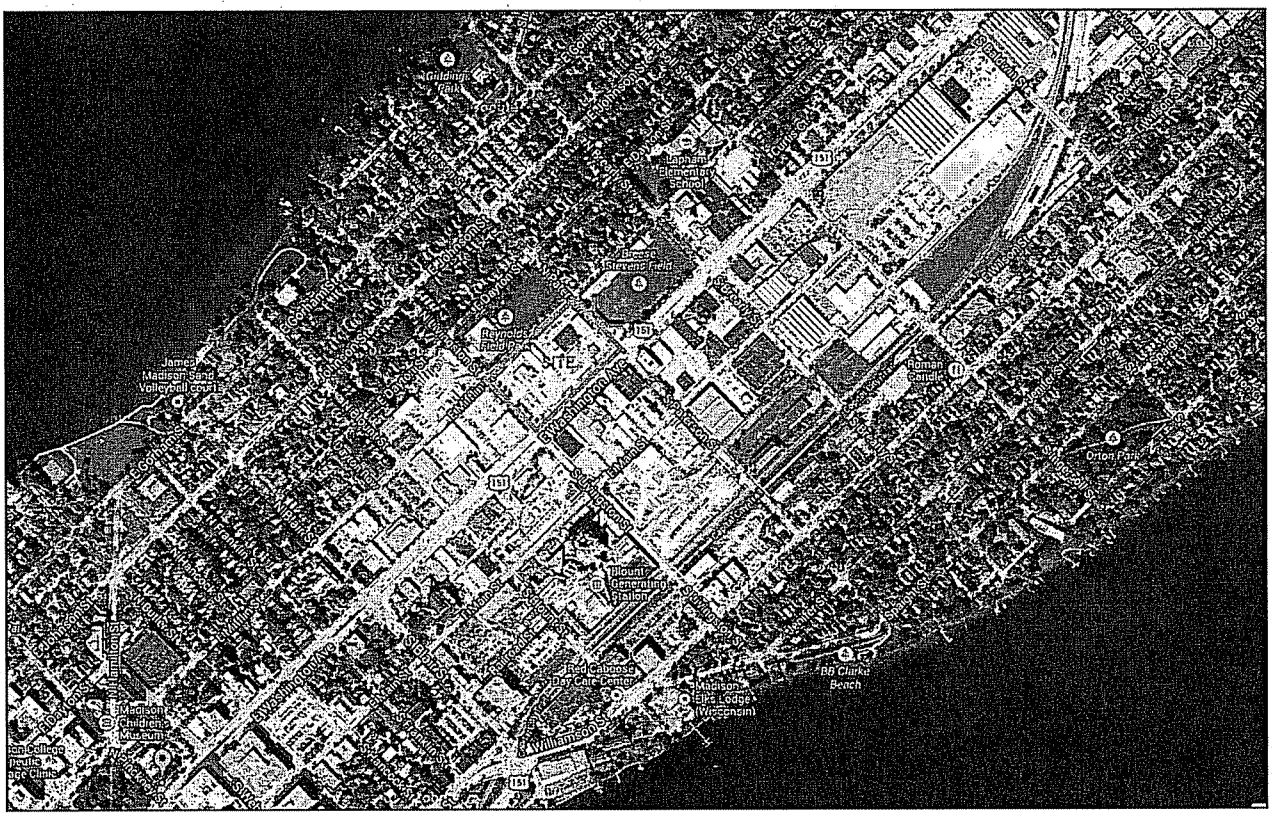
Date: January 16, 2014 Project No.: 49-0037.00

Re: 800 East Washington Avenue – Traffic Impacts – Analysis Revisions

Background

This memorandum is in response to comments received from the City of Madison Traffic Engineering Division of a prior technical memorandum, dated December 27, 2013, on the traffic impacts for the 800 East Washington Avenue development site in Madison, Wisconsin. As a brief review, the site is bounded on the east by Paterson Street, the west by Livingston Street, to the north by Mifflin Street and to the south by East Washington Avenue, as shown in Figure 1 below. The 800 East Washington site is proposed to be constructed as a mixed-used development.

Figure 1 – 800 East Washington Site Location



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This study analyzed the following four intersections:

1. Livingston Street at East Washington Avenue
2. Paterson Street at East Washington Avenue
3. Livingston Street at Mifflin Street
4. Mifflin Street at Paterson Street

Of particular concern was the intersection of Paterson Street at Washington Avenue as the prior analysis concluded a need to increase the number of lanes on Paterson Avenue north and south of East Washington Avenue. The need was especially prevalent during the evening peak period of traffic.

The City's traffic engineering staff had a concern with the traffic distribution leaving the site in the evening to travel outbound (eastbound) on East Washington Avenue. They commented that the distribution of traffic volume leaving the site to travel on East Washington Avenue should match the prevailing directional distribution percentage of traffic in the outbound direction. This percentage has been measured by the City's traffic count program to be 62% in the outbound direction. As a result, the traffic volumes from the site traveling on East Washington Avenue were adjusted to reflect a slightly higher number of vehicles (30 vehicles) traveling outbound. This increase was realized at Paterson Avenue for the southbound left turn movement, which increased to 280 vehicles in the peak hour.

The second comment from the City's traffic engineering staff was in regard to the initial finding of a need for four travel lanes on the northbound approach of Paterson Street at East Washington Avenue. The amount of public right-of-way available on the approach constrains the construction of an additional travel lane. The City requested the traffic model have no more than three lanes (2 northbound and 1 southbound) on this approach. The model was revised to reflect this constraint.

Traffic Analysis Results - REVISIONS

We continued to use the traffic model initially developed by the City of Madison in Synchro 7.0, and the results of the revisions outline previously were reported using the methodology of the 2000 Highway Capacity Manual. The quality of traffic flow is reported by both a letter grade, average delay per vehicle, and the 95th percentile queue length, rounded to the next highest 25 feet. The grading scale used to denote the Level of Service (LOS) is from best, LOS "A" to worst, LOS "F". A LOS "D" is the minimum acceptable threshold for each traffic movement at an intersection. If a movement is found to be at the LOS "E" or "F" threshold, then an iterative analysis process is used to determine mitigation measures to reach a LOS "D" or better for all movements.

Table 1 shows the quality of traffic flow that is anticipated from the revised analysis during the morning and evening peak periods under projected traffic volumes, revised intersection lane configurations, and traffic signal timing plans. The analysis revealed that the southbound approach on Paterson Street at East Washington Avenue is able to operate at LOS "D" during the evening peak period. The southbound approach of Paterson would require two left turn lanes and a shared through/right turn lane. The lane designation on the northbound approach of Paterson would be a shared lane that would accommodate left turn or through movements, and an exclusive right turn lane. The southbound left turns would move only under a green arrow (protected only) phase.

Table 1: 2013 Traffic Operating Conditions - Existing

2013 Traffic Operating Conditions - Total - Improved - REVISED														
			Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Livingston St at East Washington Ave														
AM	TRAFFIC SIGNAL	LOS	C	A	A	A	A	A			D			D
		Delay (sec)	30.9	4.0	3.1	0.4	2.1	0.0			39.8			41.7
		Queue (ft)	75	175	25	0	25	0			25			50
PM		LOS	A	A	A	A	A	A			D			D
		Delay (sec)	5.0	2.2	1.1	2.0	3.1	0.5			41.2			42.6
		Queue (ft)	0	150	25	25	25	0			25			25
Paterson St at East Washington Ave														
AM	TRAFFIC SIGNAL	LOS	C	A	A	A	B	A	D		D	D		
		Delay (sec)	33.8	2.9	4.2	8.9	16.2	9.9	54.7		42.7	47.0		35.0
		Queue (ft)	100	75	0	50	475	25	100		25	75		100
PM		LOS	C	B	A	D	B	C	D		D	D		C
		Delay (sec)	30.6	13.4	7.9	52.0	12.2	20.5	54.6		43.4	53.5		30.2
		Queue (ft)	125	575	0	100	300	50	150		100	175		100

Conclusion

The analysis shows that the northbound and southbound approaches of Paterson Street should be modified to reach an acceptable quality of traffic flow, which is LOS "D" or better.

The modifications would be as follows:

Southbound Approach –Paterson Street

- Two exclusive left turn lanes with 175 feet of storage
- Single shared through/right turn lane

Northbound Approach – Paterson Street

- Shared left turn/through lane
- Single exclusive right turn lane with 175 feet of storage

Additionally, the operation and phasing of the traffic signal should be revised to provide a protected only (arrow) left-turn phase for the southbound left-turn movement.

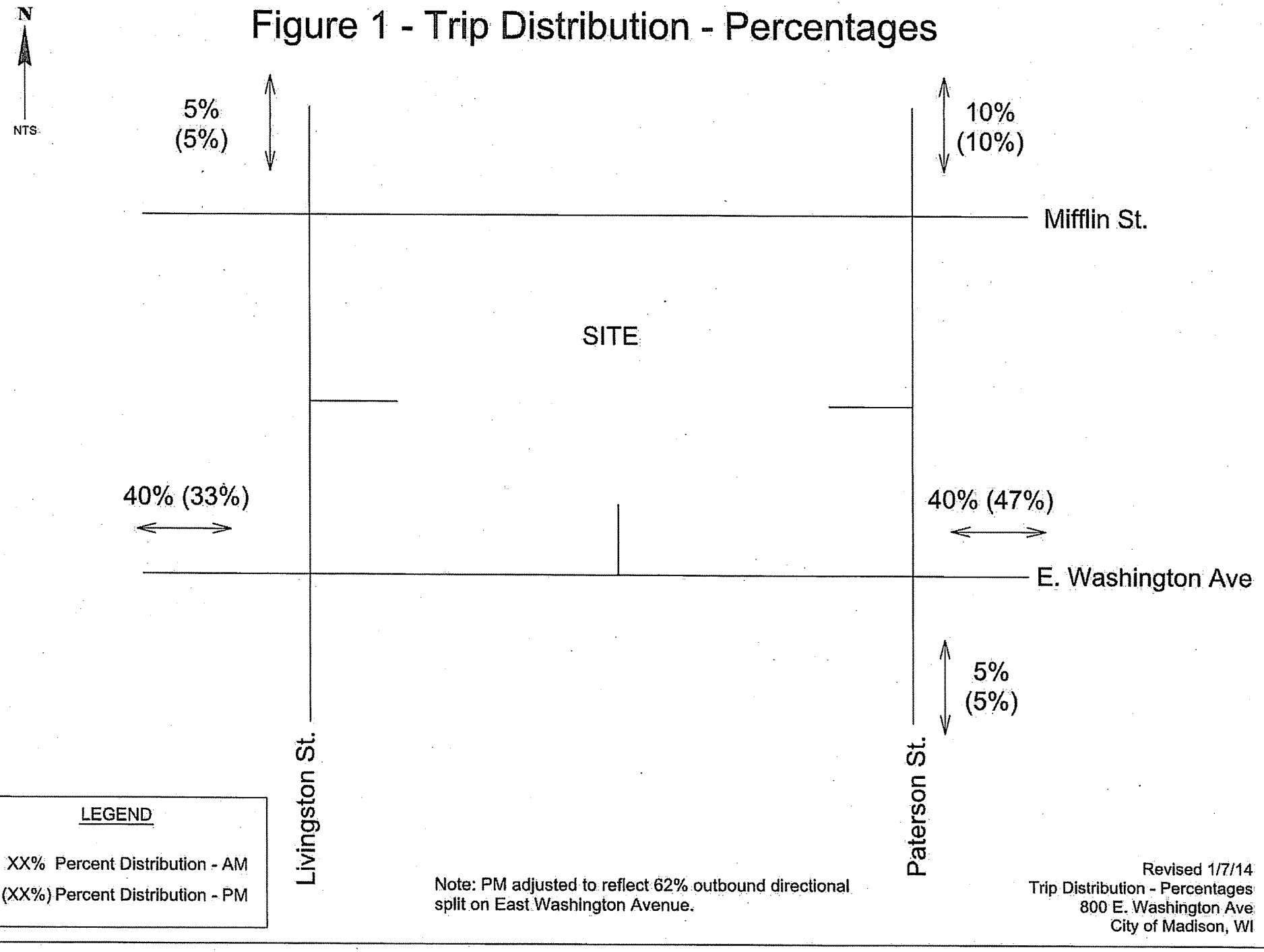
No other revisions to intersection configurations and traffic signal timings would be needed at the study intersections.

Attachments

Figure 1 – Trip Distribution – Percentages (REVISED)
Figure 2 – Development Trip Assignment (REVISED)
Figure 3 – Background (Existing) Traffic Volumes
Figure 4 – Total Traffic Volumes (REVISED)

Appendix A – Traffic Analysis: Synchro Output Sheets

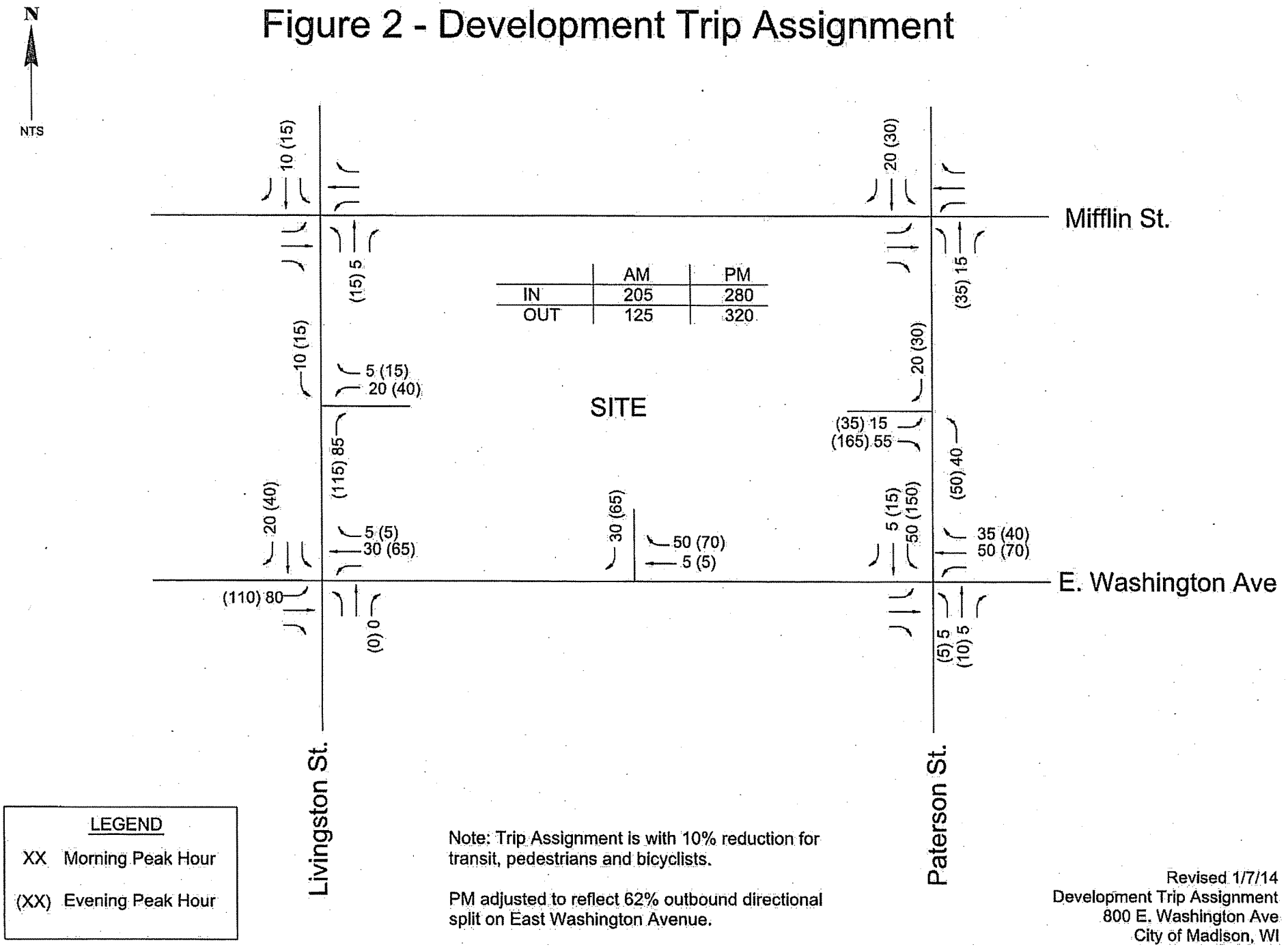
Figure 1 - Trip Distribution - Percentages



Note: PM adjusted to reflect 62% outbound directional split on East Washington Avenue.

Revised 1/7/14
Trip Distribution - Percentages
800 E. Washington Ave
City of Madison, WI

Figure 2 - Development Trip Assignment



LEGEND

XX Morning Peak Hour

(XX) Evening Peak Hour

Note: Trip Assignment is with 10% reduction for transit, pedestrians and bicyclists.

PM adjusted to reflect 62% outbound directional split on East Washington Avenue.

Revised 1/7/14
Development Trip Assignment
800 E. Washington Ave
City of Madison, WI

07

Figure 3 - Background Existing Traffic Volumes

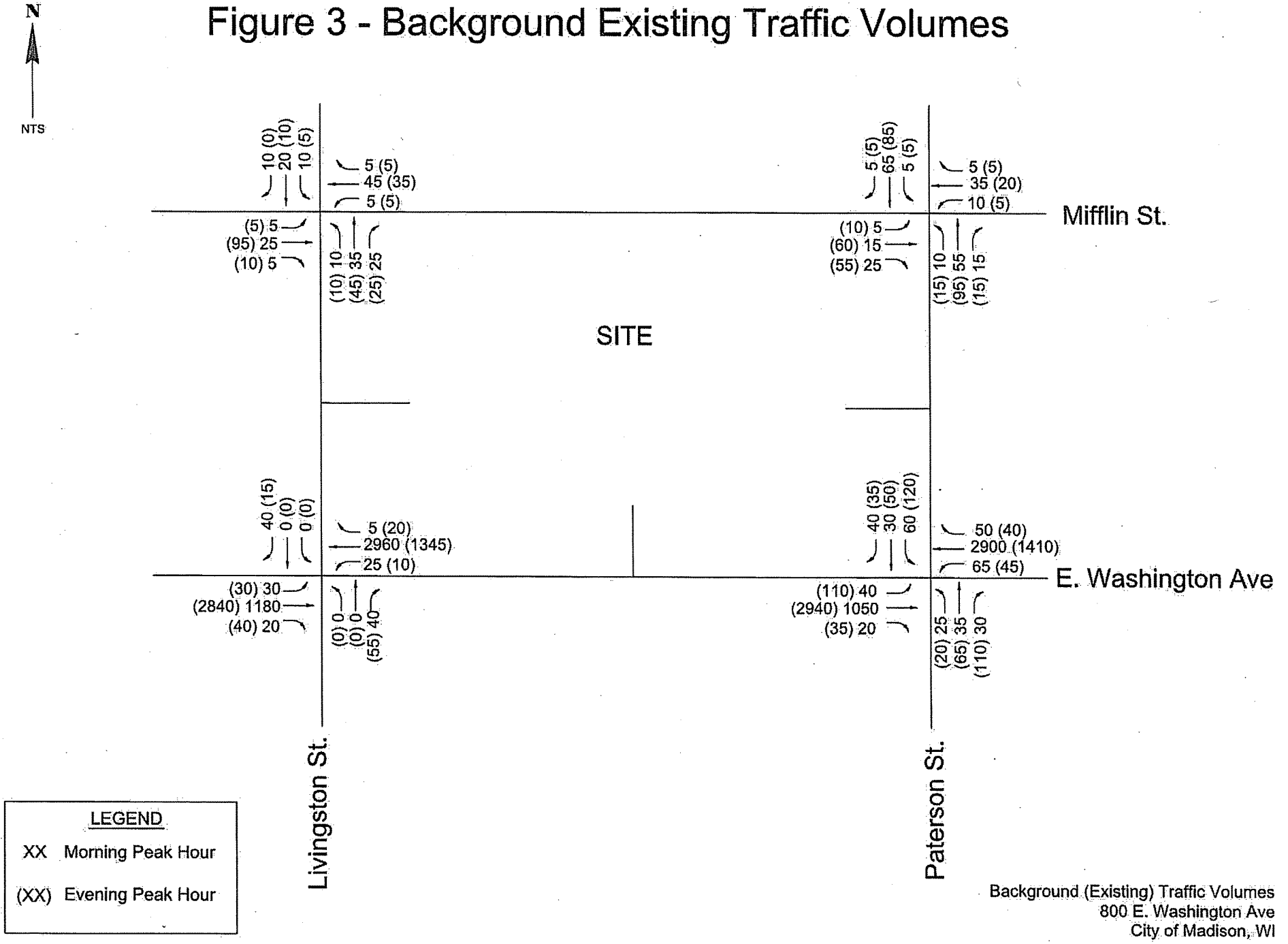


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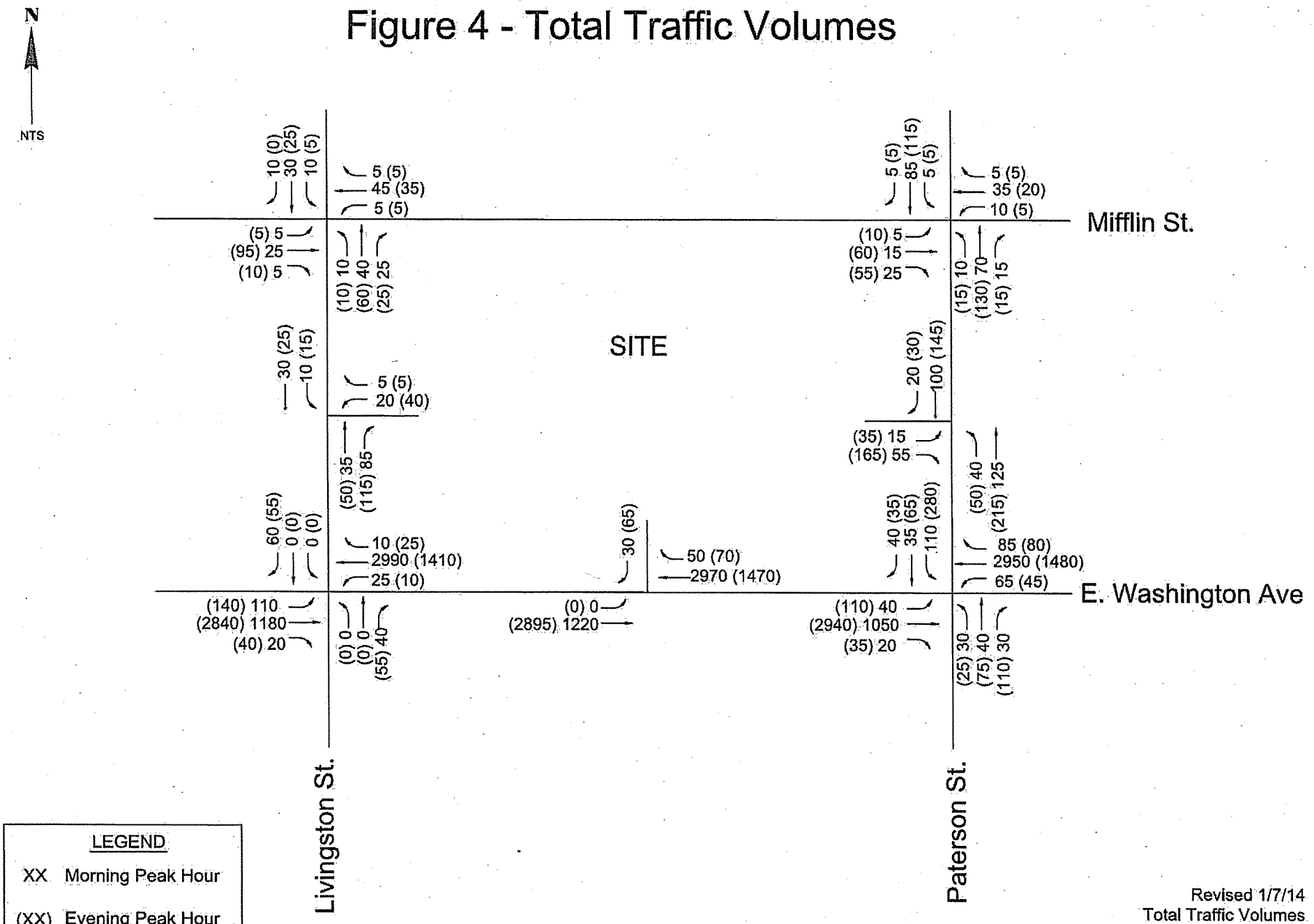
Figure 4 - Total Traffic Volumes



Appendix A
Traffic Analysis: Synchro Output Sheets

Queues
15: Paterson St. & East Washington Ave.

1/10/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	42	1105	21	68	3111	89	74	32	126	79
v/c Ratio	0.56	0.30	0.02	0.22	0.85	0.08	0.54	0.15	0.53	0.26
Control Delay	42.1	3.0	0.1	10.8	17.0	3.7	58.5	1.5	53.2	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	3.0	0.1	10.8	17.0	3.7	58.5	1.5	53.2	34.9
Queue Length 50th (ft)	5	46	0	23	445	10	45	0	40	41
Queue Length 95th (ft)	#81	54	0	m31	465	m16	92	2	70	82
Internal Link Dist (ft)		580			1244		409			203
Turn Bay Length (ft)	150		50	100		50		100	150	
Base Capacity (vph)	75	3677	1165	315	3677	1165	153	226	240	361
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.30	0.02	0.22	0.85	0.08	0.48	0.14	0.53	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	1050	20	65	2955	85	30	40	30	120	35	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583		1823	1583	3433	1714	
Flt Permitted	0.06	1.00	1.00	0.23	1.00	1.00		0.82	1.00	0.95	1.00	
Satd. Flow (perm)	105	5085	1583	437	5085	1583		1534	1583	3433	1714	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	42	1105	21	68	3111	89	32	42	32	126	37	42
RTOR Reduction (vph)	0	0	6	0	0	22	0	0	30	0	2	0
Lane Group Flow (vph)	42	1105	15	68	3111	67	0	74	2	126	77	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		2			6			8		7	4	
Permitted Phases	2		2	6		6	8		8			
Actuated Green, G (s)	71.3	71.3	71.3	71.3	71.3	71.3		7.7	7.7	6.0	18.7	
Effective Green, g (s)	71.3	71.3	71.3	71.3	71.3	71.3		7.7	7.7	7.0	18.7	
Actuated g/C Ratio	0.71	0.71	0.71	0.71	0.71	0.71		0.08	0.08	0.07	0.19	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	74	3625	1128	311	3625	1128		118	121	240	320	
v/s Ratio Prot		0.22			c0.61					c0.04	0.05	
v/s Ratio Perm	0.40		0.01	0.16		0.04		c0.05	0.00			
v/c Ratio	0.57	0.30	0.01	0.22	0.86	0.06		0.63	0.02	0.53	0.24	
Uniform Delay, d1	6.9	5.3	4.2	4.9	10.6	4.3		44.8	42.7	44.9	34.6	
Progression Factor	0.96	0.51	1.00	1.60	1.35	2.28		1.00	1.00	1.00	1.00	
Incremental Delay, d2	27.1	0.2	0.0	1.1	1.9	0.1		10.0	0.1	2.1	0.4	
Delay (s)	33.8	2.9	4.2	8.9	16.2	9.9		54.7	42.7	47.0	35.0	
Level of Service	C	A	A	A	B	A		D	D	D	D	
Approach Delay (s)		4.1			15.9			51.1			42.4	
Approach LOS		A			B			D			D	

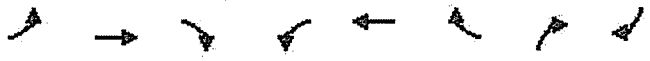
Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues

18: Livingston St & East Washington Ave.

1/10/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	125	1283	22	27	3250	16	43	76
v/c Ratio	0.51	0.31	0.02	0.09	0.79	0.01	0.17	0.36
Control Delay	27.2	3.9	1.2	0.6	2.3	0.0	1.4	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	27.2	3.9	1.2	0.6	2.5	0.0	1.4	18.3
Queue Length 50th (ft)	15	67	0	0	13	0	0	7
Queue Length 95th (ft)	m64	153	m3	m0	17	m0	1	48
Internal Link Dist (ft)		1233			580			
Turn Bay Length (ft)	150		50	150		50		
Base Capacity (vph)	436	4080	1275	295	4120	1256	420	381
Starvation Cap Reductn	0	0	0	0	251	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.31	0.02	0.09	0.84	0.01	0.10	0.20

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	1180	20	25	2990	15	0	0	40	0	0	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	4.0	4.0	4.0	4.0			4.0			5.5
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00			1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98			0.98			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00			1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.86			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1546			1573			1611
Flt Permitted	0.05	1.00	1.00	0.20	1.00	1.00			1.00			1.00
Satd. Flow (perm)	98	5085	1583	365	5085	1546			1573			1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	1283	22	27	3250	16	0	0	43	0	0	76
RTOR Reduction (vph)	0	0	4	0	0	3	0	0	38	0	0	59
Lane Group Flow (vph)	125	1283	18	27	3250	13	0	0	5	0	0	17
Confl. Peds. (#/hr)						6			6			
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm			Perm			Perm
Protected Phases	8	1 2			5 6							
Permitted Phases	1 2		1 2	5 6		5 6			4			8
Actuated Green, G (s)	89.5	80.0	80.0	80.0	80.0	80.0			11.0			9.5
Effective Green, g (s)	85.5	80.0	80.0	80.0	80.0	80.0			11.0			9.5
Actuated g/C Ratio	0.86	0.80	0.80	0.80	0.80	0.80			0.11			0.10
Clearance Time (s)	5.5								4.0			5.5
Vehicle Extension (s)	3.0								3.0			3.0
Lane Grp Cap (vph)	242	4068	1266	292	4068	1236			173			153
v/s Ratio Prot	c0.05	0.25			c0.64							
v/s Ratio Perm	0.39		0.01	0.07		0.01			0.00			0.01
v/c Ratio	0.52	0.32	0.01	0.09	0.80	0.01			0.03			0.11
Uniform Delay, d1	23.0	2.7	2.0	2.2	5.5	2.0			39.7			41.4
Progression Factor	1.27	1.48	1.54	0.12	0.24	0.00			1.00			1.00
Incremental Delay, d2	1.7	0.1	0.0	0.2	0.8	0.0			0.1			0.3
Delay (s)	30.9	4.0	3.1	0.4	2.1	0.0			39.8			41.7
Level of Service	C	A	A	A	A	A			D			D
Approach Delay (s)		6.4			2.1			39.8			41.7	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	4.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

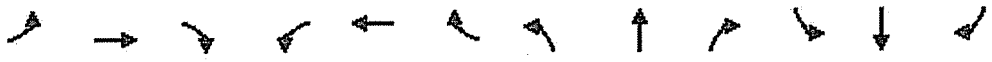
Queues
18: East Washington Ave. & Livingston St

1/10/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR
Lane Group Flow (vph)	158	2989	42	11	1495	26	58	58
v/c Ratio	0.42	0.71	0.03	0.15	0.36	0.02	0.23	0.25
Control Delay	1.5	2.0	0.5	5.1	3.0	0.2	3.3	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.5	2.1	0.5	5.1	3.0	0.2	3.3	3.8
Queue Length 50th (ft)	0	69	1	0	79	0	0	0
Queue Length 95th (ft)	m0	m126	m1	m1	13	m0	7	7
Internal Link Dist (ft)		1233			580			
Turn Bay Length (ft)	150		50	150		50		
Base Capacity (vph)	545	4195	1310	75	4195	1310	409	386
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	101	0	0	0	0	2	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.73	0.03	0.15	0.36	0.02	0.14	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	2840	40	10	1420	25	0	0	55	0	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	4.0	4.0	4.0	4.0	4.0			4.0			5.5
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00			1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85			0.86			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00			1.00			1.00
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583			1611			1611
Flt Permitted	0.15	1.00	1.00	0.05	1.00	1.00			1.00			1.00
Satd. Flow (perm)	288	5085	1583	91	5085	1583			1611			1611
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	158	2989	42	11	1495	26	0	0	58	0	0	58
RTOR Reduction (vph)	0	0	5	0	0	5	0	0	52	0	0	53
Lane Group Flow (vph)	158	2989	37	11	1495	21	0	0	6	0	0	5
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm			Perm			Perm
Protected Phases	8	1 2			5 6							
Permitted Phases	1 2		1 2	5 6		5 6			4			8
Actuated Green, G (s)	89.5	81.5	81.5	81.5	81.5	81.5			9.5			8.0
Effective Green, g (s)	85.5	81.5	81.5	81.5	81.5	81.5			9.5			8.0
Actuated g/C Ratio	0.86	0.82	0.82	0.82	0.82	0.82			0.10			0.08
Clearance Time (s)	5.5								4.0			5.5
Vehicle Extension (s)	3.0								3.0			3.0
Lane Grp Cap (vph)	364	4144	1290	74	4144	1290			153			128
v/s Ratio Prot	c0.03	c0.59			0.29							
v/s Ratio Perm	0.34		0.02	0.12		0.01			0.00			0.00
v/c Ratio	0.43	0.72	0.03	0.15	0.36	0.02			0.04			0.04
Uniform Delay, d1	3.6	4.2	1.8	1.9	2.4	1.7			41.1			42.4
Progression Factor	1.38	0.51	0.63	0.61	1.26	0.31			1.00			1.00
Incremental Delay, d2	0.1	0.1	0.0	0.8	0.0	0.0			0.1			0.1
Delay (s)	5.0	2.2	1.1	2.0	3.1	0.5			41.2			42.6
Level of Service	A	A	A	A	A	A			D			D
Approach Delay (s)		2.3			3.1			41.2			42.6	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	3.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues

15: Paterson St. & East Washington Ave.

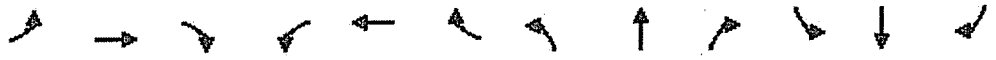
1/10/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	116	3095	37	47	1568	84	105	116	295	105
v/c Ratio	0.76	0.93	0.03	0.63	0.47	0.08	0.68	0.53	0.78	0.23
Control Delay	36.1	14.1	0.4	62.3	12.4	6.3	65.8	27.1	58.9	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	14.1	0.4	62.3	12.4	6.3	65.8	27.1	58.9	23.9
Queue Length 50th (ft)	31	408	0	20	132	3	65	24	95	40
Queue Length 95th (ft)	m#101	571	m0	m#84	290	33	#137	79	#158	84
Internal Link Dist (ft)		580			1244		409			203
Turn Bay Length (ft)	150		50	100		50		100	100	
Base Capacity (vph)	152	3332	1063	75	3332	1063	164	226	377	460
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	223	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.93	0.03	0.63	0.50	0.08	0.64	0.51	0.78	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	2940	35	45	1490	80	25	75	110	280	65	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	4.0	5.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583		1840	1583	3433	1764	
Flt Permitted	0.13	1.00	1.00	0.06	1.00	1.00		0.88	1.00	0.95	1.00	
Satd. Flow (perm)	233	5085	1583	114	5085	1583		1644	1583	3433	1764	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	116	3095	37	47	1568	84	26	79	116	295	68	37
RTOR Reduction (vph)	0	0	13	0	0	26	0	0	69	0	20	0
Lane Group Flow (vph)	116	3095	24	47	1568	58	0	105	47	295	85	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	
Protected Phases		2			6			8		7	4	
Permitted Phases	2		2	6		6	8		8			
Actuated Green, G (s)	65.5	65.5	65.5	65.5	65.5	65.5		9.5	9.5	10.0	24.5	
Effective Green, g (s)	65.5	65.5	65.5	65.5	65.5	65.5		9.5	9.5	11.0	24.5	
Actuated g/C Ratio	0.66	0.66	0.66	0.66	0.66	0.66		0.10	0.10	0.11	0.24	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	152	3330	1036	74	3330	1036		156	150	377	432	
v/s Ratio Prot		c0.61			0.31					c0.09	0.05	
v/s Ratio Perm	0.50		0.02	0.41		0.04		c0.06	0.03			
v/c Ratio	0.76	0.93	0.02	0.64	0.47	0.06		0.67	0.31	0.78	0.20	
Uniform Delay, d1	11.9	15.2	6.0	10.2	8.6	6.2		43.7	42.2	43.3	30.0	
Progression Factor	0.61	0.57	1.31	1.86	1.36	3.30		1.00	1.00	1.00	1.00	
Incremental Delay, d2	23.4	4.6	0.0	33.1	0.5	0.1		10.9	1.2	10.1	0.2	
Delay (s)	30.6	13.4	7.9	52.0	12.2	20.5		54.6	43.4	53.5	30.2	
Level of Service	C	B	A	D	B	C		D	D	D	C	
Approach Delay (s)		13.9			13.7			48.7			47.4	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group