PARK BADGER REDEVELOPMENT

MASTER PLAN REPORT

CDA

Alexander Company

CAPTAINS INC
Real Estate Management

New Year INVESTMENTS

Potter Lawson
Success by Design

Prepared November 2024

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Executive Summary

The Park Badger Redevelopment Master Plan sets forth a transformative vision for a four-acre parcel along South Park Street and Badger Road, a key southern gateway to Madison. Adjacent to other community development projects, institutions, and resources, this redevelopment strategically addresses vital community needs, including affordable housing and enhanced public services. Jointly led by the Madison Community Development Authority and The Alexander Company, the plan is rooted in principles of sustainability, equity, and active community engagement.

Feedback from the master planning process highlighted strong community support for affordable housing, a modern public health clinic, and a new fire station. The community emphasized the importance of thoughtfully managed density, ample green spaces, and accessible amenities, aiming to blend neighborhood character with innovative, sustainable design elements.

The plan proposes phased development, beginning with two mixed-use buildings for affordable housing and senior housing alongside public health and emergency services. Future phases will add multi-family housing and community spaces, with a strong commitment to sustainability through geothermal heating and solar energy to meet ambitious green standards.

Ultimately, the Park Badger Redevelopment seeks to foster a vibrant, inclusive neighborhood aligned with Madison's goals of resilience and social equity, providing a blueprint for a cohesive, sustainable community that serves the diverse needs of residents now and in the future.

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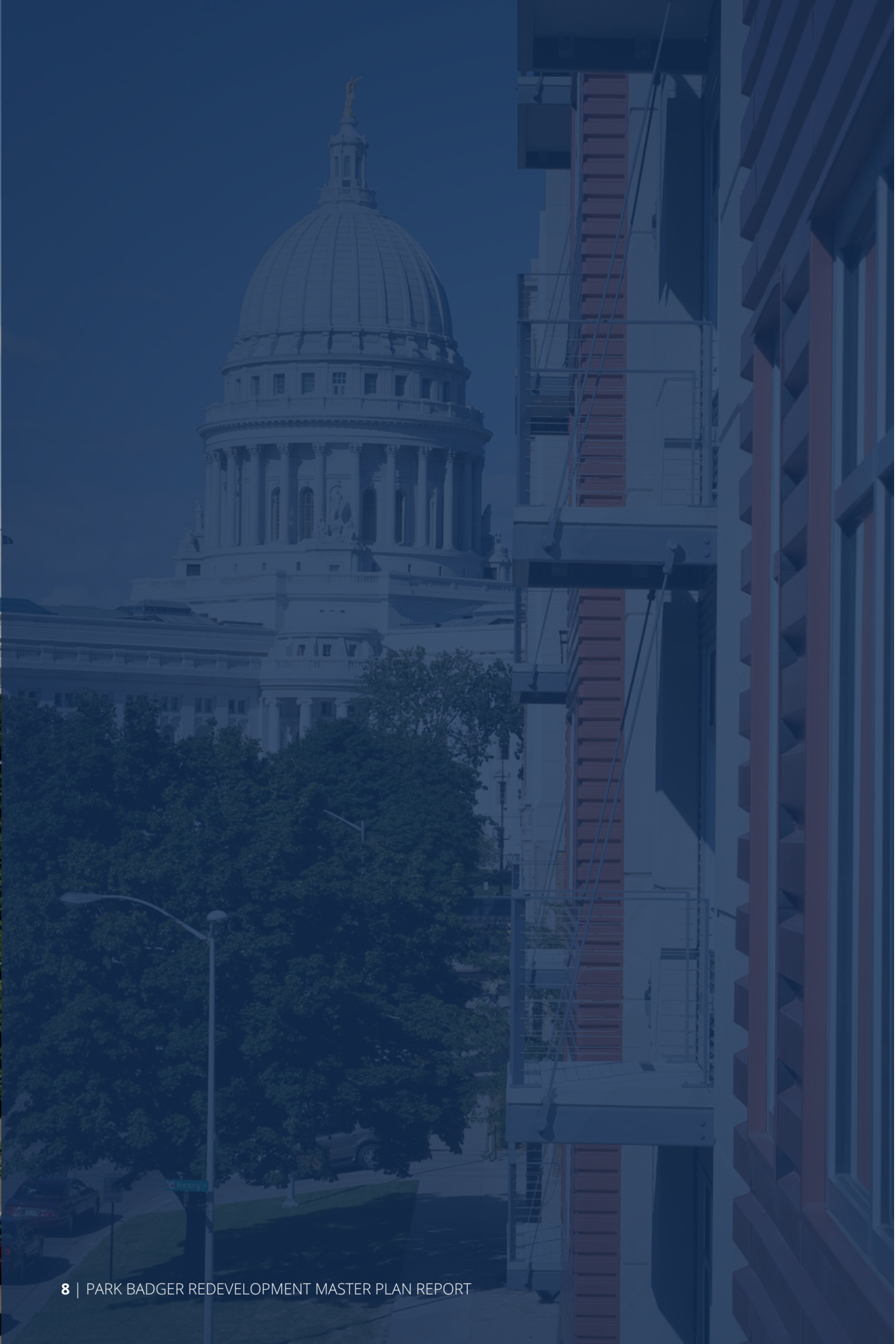
INTRODUCTION



Introduction

CDA Description
What/Who is the CDA? What do they do?

The Madison Community Development Authority (CDA) is a key municipal agency dedicated to promoting sustainable community growth and revitalization. The organization focuses on enhancing the quality of life for residents by facilitating affordable housing initiatives, economic development projects, and community engagement programs. The CDA collaborates with local stakeholders, including government entities, businesses, nonprofit organizations, and other community groups, to address public needs and foster inclusive development. Through strategic planning and investment, the CDA aims to strengthen neighborhoods, improve infrastructure, and support the well-being of Madison's diverse populations.

Project Overview
What is this project?

The CDA owns a contiguous, four-acre parcel of land on its south side along South Park Street and Badger Road. Located along an arterial corridor that serves as a southern gateway to the city, the site is also adjacent to several exciting community development projects, established institutions, and accessible resources. This redevelopment is uniquely positioned to offer an opportunity for high-quality urban infill that contributes positively to the evolution and stability of the neighborhood's diverse community.

THE GOALS OF THE CDA

1. Affordable Housing: To increase access to safe and affordable housing for low- and moderate-income residents through development, rehabilitation, and supportive services.

2. Economic Development: To stimulate local economic growth by attracting and retaining businesses, creating jobs, and fostering entrepreneurship within the community.

3. Community Revitalization: To enhance the quality of life in neighborhoods through revitalization efforts, including infrastructure improvements, beautification projects, and public space enhancements.

4. Equity and Inclusion: To promote social equity and inclusion by engaging diverse community members in decision-making processes and ensuring that development benefits all residents.

5. Sustainability: To support sustainable practices in community development, including environmental stewardship and resilience to climate change impacts.

6. Collaboration: To build partnerships with local stakeholders, including government agencies, non-profits, and community organizations, to maximize resources and align efforts for community betterment.

7. Community Engagement: To actively involve residents in planning and development initiatives, ensuring their voices are heard and their needs are addressed.

Introduction

Purpose of the Redevelopment
What is the purpose of this project?

The CDA intends to leverage the redevelopment site along South Park Street and Badger Road as a catalyst to provide essential mixed-income housing stock and modernized public facilities, including spaces for Fire Station 6 and Public Health Madison & Dane County (PHMDC). Additional housing options and local resources are necessary for the community and will immediately improve the health, safety, and resiliency of future on-site residents and neighbors. Throughout the project's distinct phases, the revitalization effort is intended to simultaneously advance the City's broader redevelopment objectives that were established as guiding principles to produce a more sustainable, inclusive, and accessible built environment.

Project Objectives
What will it accomplish?

Sustainability, both during the construction period and the following operation of the buildings, is a key pillar to the redevelopment efforts on Madison's South Side. This project aims to integrate green infrastructure, such as porous surfaces, native landscaping, and energy-efficient buildings, to reduce environmental impact and enhance urban ecosystems. By prioritizing mixed-use development and placing a denser residential development along the Bus Rapid Transit (BRT) route, the CDA seeks to promote walk-ability and alternative transportation methods to reduce the reliance on cars, thereby lowering carbon emissions and improving air quality.

Engaging with the community to incorporate meaningful, sustainable practices ensures that the development reflects local values and priorities, ultimately fostering a more resilient and equitable environment that aligns with Madison's broader sustainability goals.

Community-driven feedback is significant to this project, considering the historical context of the South Madison Neighborhood, which will be discussed later in this report. As one of Madison's most culturally diverse communities, stakeholder engagement and other participatory planning processes must be prioritized and implemented appropriately to identify and understand the needs from differing perspectives. Ideally, this engagement not only fosters transparency and trust but also allows the development team to tailor aspects of the building to reflect the unique wishes and aspirations of the community. By incorporating feedback into design and planning decisions, the CDA aims to create functional spaces that resonate with the community's identity and values - making it more resilient and empowered. This commitment to inclusivity strengthens community bonds and enhances the overall success and acceptance of the redevelopment efforts, ensuring that the outcomes are aligned with the broader goal of fostering a vibrant and cohesive community.

Increased affordable housing opportunities, stratified across distinct financial thresholds and geographical areas, are essential to maintaining the City's health. Without increasing Madison's diverse housing stock, unchecked market burdens are placed on all residents with a disproportionately high impact on lower socio-economic individuals. This will likely result in greater financial hardship and additional displacement of Madison residents. The Park Badger Redevelopment is a targeted approach to provide a significant supply of attainable and affordable housing. By leveraging the benefits of a public-private partnership, the CDA seeks to use this development to alleviate housing pressures impacting this region and create a more equitable environment.

Introduction

Documents Informing This Project

The Park Badger Redevelopment strategically aligns with implemented city-wide plans and neighborhood objectives. The redevelopment fosters a cohesive integration with surrounding environments by incorporating stakeholder feedback and adhering to the established zoning regulations. The plans that influenced the teams' decision-making and processes are:

- Madison's Comprehensive Plan (2023)
- Madison's Housing Snapshot (2023)
- South Madison Neighborhood Plan (2022)
- Racial Equity & Social Justice Initiative (RESJI) Public Participation Resource Guide (2020)
- 100% Renewable Madison (2018)

Housing in Wisconsin

Why is housing important?

Over the past five years, Wisconsin's housing market has seen significant shifts marked by rising prices and declining affordability. According to data from the Wisconsin Housing and Economic Development Authority (WHEDA) and the American Community Survey (ACS), the median home value in the state has increased by approximately 25%, now averaging around $270,000. This escalation has placed homeownership out of reach for many families, with recent surveys indicating that nearly 40% of Wisconsin households spend more than 30% of their income on housing.

Additionally, Redfin and Zillow report a substantial decrease in housing inventory, with listings down nearly 30%, contributing to a competitive market where homes often sell above the asking price.

The demand for affordable housing options has become increasingly urgent, as many prospective buyers, particularly low- and moderate-income families, are finding themselves priced out.

The rental market in Wisconsin has also faced challenges, with PBS and HUD noting a marked increase in rental prices. The median monthly rent has risen by about 12% over the past five years, now averaging approximately $1,200 statewide. This increase has led to 32-45% of renters spending over 30% of their income on housing costs, highlighting an affordability crisis. Moreover, AMS reveals that the rental vacancy rate has fallen to around 3%, further intensifying competition for available units.

Although Wisconsin's homeownership rate remains stable at approximately 67%, 2.7% higher than the national average according to the 2022 5-Year ACS, the combination of limited inventory and increasing rental costs underscores the pressing need for comprehensive housing policies and strategies to ensure equitable access to housing for all residents.

Housing in Madison

What is important about housing in Madison?

Madison, Wisconsin, has been experiencing one of the most robust growth rates in the Midwest over the past several years.

As the state capital and home to the University of Wisconsin's flagship campus, the city benefits from a robust economy driven by the education, healthcare, and technology sectors. Additionally, Madison's reputation as a hub for cultural diversity, sustainability, recreation, and public services has drawn diverse families and young professionals who are seeking a high quality of life. The 2020 Census confirmed that Madison's population was approximately 510 people short of the Department of Administration's project population for the year 2030. This data demonstrates the intense demands impacting the available housing stock and, ultimately, the overall cost of living in the city.

According to the 2022 5-Year ACS, homeownership trends in Madison are inversely compared to the rest of the nation and state, with only 43.1% of the population identifying as homeowners. Redfin and other real estate sites identify the 2024 median price for for-sale products to be approximately $400,000, an increase of $10,400 from 2023 and $21,000 from 2022. In April of 2024, the Wisconsin Realtors Association reported that with rising prices and mortgage rates, which outpaced family incomes, housing affordability decreased by 10%. The factors of rising prices and an increasingly competitive market explain why Madison's vacancy rate sits at 0.5% in the 2022 5-Year ACS.

The homeownership market illustrates that the increasingly limited affordable options are impacting current and prospective owners' maneuverability in the market. The bottleneck caused by the ownership market stagnation also has a spillover effect of limiting the available units in the rental market.

Madison's recent market trends have been marked by increased demand and rising rental costs. According to the 2022 5-Year ACS, approximately 57% of Madison's households are renters, reflecting an established and robust rental market. The city's vacancy rate is meager, hovering between 3-5%, with some sources reporting that it is well below that range. CoStar reported in 2024 that Madison's multifamily vacancy rate is the second lowest in the nation's top 55 markets, behind only New York City. This is despite a 6.5% year-over-year increase in volume that delivered 4,500 new rental units in 2023. CoStar has indicated that despite the zealous demand for new inventory, the pipeline for new developments is declining for 2024 and the start of 2025.

Limited new supply and increased demand, coupled with pre-existing stress on the existing housing stock, again explains why the gross monthly rent for a one-bedroom unit has risen to approximately $1,400 per month. Gross rent increases of about 15% year-over-year have led to over 30% of households being cost-burdened (2022 5-Year ACS), which is defined as spending more than 30% of a household's income on housing. With fewer housing options and increasing prices, households, especially low-income ones, are less financially secure and at greater risk of displacement.

Introduction

Historical Context of South Madison

Why is the project happening here?

The South Madison Neighborhood has a rich and diverse history, shaped by waves of migration and the impacts of national and local urban renewal policies. Before those events, like the rest of the city, South Madison was populated by ancestral tribes. Eventually, just as the native peoples were forced out, so were many families from the Greenbush neighborhood who eventually settled in South Madison during the urban renewal of the 1950s. The practices of segregation and redlining caused long-term effects on the neighborhood, creating an environment of inequity characterized by isolation from essential services and economic vulnerability from disinvestment. Brownfields proliferating from former industrial sites that were acceptable during the practice of redlining to be adjacent to "low-grade" residential areas now stand as physical partitions between Madison's communities.

The City of Madison and diverse community stakeholders took on robust planning efforts in response to these issues. In 2005, a plan was delivered to benefit and enhance the community while ensuring that existing, long-term residents and businesses were the immediate beneficiaries. The South Madison Neighborhood Plan (SMNP) was crafted to guide revitalization efforts, with recommendations surrounding economic development, housing, land use, parks, and transportation-related issues to strategically improve the quality of life and preserve and celebrate the neighborhood's diverse cultural identities.

The current SMNP, adopted in 2022, is meant to update the 2005 mid-range plan, providing a refreshed vision for the next 15 years that builds on the progress achieved to date. The three guiding principles of the plan are as follows:

- Anti-displacement and gentrification - emphasizes the commitment to protecting existing residents from being pushed out of their homes due to rising housing costs and development pressures while ensuring that revitalization efforts promote equitable growth that benefits all community members.
- Community wealth building - focuses on creating and sustaining local economic opportunities that empower residents, foster entrepreneurship, and retain financial resources within the community, ultimately enhancing overall economic stability and resilience.
- Opportunities to thrive - underscores the commitment to ensuring that all residents have equitable access to resources, services, and opportunities - such as quality education, employment, and healthcare - enabling them to achieve their full potential and improve their quality of life.

These principles provide an opportunity for the document to act as a guide to address dynamic challenges that the community is facing. Central to the plan is the focus on equitable development, ensuring all residents have access to quality housing, essential services, and economic opportunities. The plan emphasizes the importance of community engagement during the process to enhance public spaces and improve infrastructure to achieve safe, healthy, and more accessible environments for everyone. The SMNP aspires to create a resilient community that promotes social cohesion, economic vitality, and empowerment by addressing these interconnected themes.

The CDA's ownership of a former industrial site and the adjacent parcels presents an opportunity for this project to provide additional housing opportunities to the existing community and advance environmental and economic justice. The site's location along the BRT route, next to the beltline, and adjacent to existing and future community resources provides improved mobility, accessibility, interconnectivity, and safety for residents in the area.

The CDA, for these reasons, decided to undergo a process to seek out a development partner that could help them accomplish this mission.

Planning and Development Team Selection Process

How did we get here?

A Request for Qualifications (RFQ) is a procurement process organizations use to assess and shortlist potential vendors or service providers based on their qualifications, experience, and capabilities. Typically employed in complex projects or industries, the RFQ gathers detailed information about a company's credentials, previous projects, technical expertise, and financial stability. By evaluating these factors, organizations can identify the most suitable candidates for further negotiation or bidding, ensuring that only qualified firms are considered for the project's specific needs. This process enhances the likelihood of successful project execution and fosters stronger partnerships.

The CDA issued an RFQ in January 2024 to undertake a project that would revitalize and redevelop city-owned parcels adjacent to the intersection of South Park Street and Badger Road. The RFQ process sought to establish a qualified public-private partnership that could steward the complex planning and future development efforts on the designated site in the South Madison Neighborhood. After receiving six submissions from experienced development teams and an interview process, the CDA chose a joint development team led by The Alexander Company on April 11, 2024.

Introduction

Team Overview
Why were we chosen?

The joint development group comprises a strong team of local businesses who are deeply familiar with Madison's South Side and the complexities involve in the planning and development processes associated with public-private partnerships and brownfield redevelopment. Conceived to represent and mirror the community the team serves, each organization was consciously selected to help provide distinct cultural insights that would lend themselves to advancing inclusion during the planning, design, and development processes. The team envisions the cooperative process of redeveloping this site to foster neighborhood health, safety, accessibility, and interconnectivity to make effective progress toward racial and social equity by leveraging sustainable tools of design justice.

The Alexander Company
Lead Developer

As a master developer with expertise in public-private partnerships, The Alexander Company often oversees development' in-house financing, design, construction, marketing, and property management. This strategic focus provides a diverse team of experts and a single point of accountability for owners, investors, and partners. The Alexander Company has built a strong reputation for its ability to conceptualize, structure, entitle, and finance complex public-private partnerships.

The Alexander Company brings over 40 years of affordable multi-family housing experience and an in-depth understanding of Madison's south side - an area the firm calls home. Over the past 10 years, The Alexander Company has thoughtfully transformed a former brownfield site off of Rimrock Road into a $120M+ master-planned urban infill development now known as Novation Campus. Today, the former fly ash dump offers mixed-income and multi-generational housing options, a complimentary mix of neighborhood-serving amenities and services, and local businesses that employ over 1,300 individuals on site.

With respect to this redevelopment, The Alexander Company will lead the project team alongside the consulting and co-developers from conception to completion. This structure is intentional to ensure adequate development capacity and talent at all stages of the project life cycle and to ensure representation of the myriads of voices who will be served and impacted by this project.

Captains Real Estate Management, Inc.
Co-Developer

Captains Inc. is a minority-owned real estate development and management firm with a combined 35 years of real estate experience between its three principals - Gerardo Jimenez, Jeff Mack Jr., and Lee Evans III.

Captains Inc. owns, operates, and manages over 230 affordable and market-rate housing units in Madison and has developed/revitalized over 100 properties.

Captains Inc. is distinguished by its steadfast dedication to fostering positive change within communities through strategic real estate development and management. At the heart of their success is the firm's unparalleled network of connections within Madison, cultivated over years of dedicated engagement and collaboration. These relationships span a wide spectrum of the community, including alums, young professionals, state and local government officials, entrepreneurs, local businesses, and cooperatives. This network, combined with Captains' deep-seated commitment to equity and inclusion, results in an approach that aligns with this project's objectives and enhances the potential for success through strategic partnerships and community integration.

Captains Inc. will be a co-developer in this redevelopment and primarily lead public engagement efforts. Captains Inc. is also open to providing property management upon project completion. Captains Inc. will work alongside The Alexander Company in leading the project team and is eager to grow their expertise and reputation in managing large-scale, complex, public-private partnerships with affordable housing.

New Year Investments
Consulting Developer

New Year Investments (NYI) is a woman-owned real estate development and brokerage firm located on the near south side of Madison. Between its two principals, Anne Neujahr Morrison and Sarah Neujahr, NYI draws on over 40 years of combined real estate experience. Both principals of NYI are shareholders of Urban Land Interests, a local asset management company founded in 1974.

NYI focuses on creating thoughtfully designed, mixed-use, urban infill properties in Madison and the surrounding area. With each project, NYI builds its reputation as a developer committed to understanding their surroundings, improving the built environment, and strengthening our community. The firm continues to be recognized for engaging stakeholders early in the process and creating long-lasting developments that enhance those it serves.

NYI will serve as a consulting developer for this redevelopment and enhance public engagement through lived experiences and lessons learned during the Taking Shape, Our Triangle redevelopment of the CDA Triangle Sites. NYI's role will also include ensuring the avoidance of conflict/competition for competitive and scarce financial resources so major CDA projects can be executed harmoniously, facilitating public art, identifying funding sources, setting green goals, and overall project design-look-feel.

Introduction

Potter Lawson
Planner + Lead Architect

Potter Lawson is Madison's oldest design firm, with a legacy of innovation, creativity and iconic design. It is recognized as a Woman Owned Business (WBE) in both the State of Wisconsin and the City of Madison. Potter Lawson has an unparalleled reputation in planning, designing and executing landmark projects that influence the quality of life for all those who engage with it. Their long standing commitment to sustainability and to future generations informs every phase of their work.

Potter Lawson's in house services include master planning and placemaking, architecture, interior design, sustainable design, cost estimating and construction administration. Collaboration that fosters creativity is at the core of our design philosophy and pushes our team to grow and innovate, resulting in timeless and thoughtful designs for our clients.

Throughout a project's life cycle, Potter Lawson will wear many hats, including leading master planning visuals, designing Dane County Public Health's facilities, designing buildings, and coordinating with supplemental designers and engineers. Potter Lawson will also be heavily involved in conversations with diverse stakeholders to ensure the placemaking process and the culminating designs are responsive to public comment.

Project Goals
How do they align with the South Madison Neighborhood Plan?

To demonstrate the team's commitment to advancing the goals of the South Madison Neighborhood, the group has decided to adopt the goals established in the SMNP as its beacon. This decision ensured that the project outcomes were oriented to address the community's existing needs. Those goals include creating a place that contributes to anti-displacement and gentrification, increasing community wealth, and establishing opportunities for residents and the community to thrive.

The goal of anti-displacement and gentrification will be furthered along by the construction of attainable housing that offers a range of unit types and levels of affordability to assist as many people as possible. Affordability levels will be capped for the foreseeable future, allowing consistency and security in a time of exponential rent increases. By ensuring that diverse housing options are available within the community, affordable housing helps maintain the socioeconomic fabric of neighborhoods, allowing long-standing residents to remain in their homes despite market pressures. Additionally, affordable housing development can stimulate local economies by fostering community engagement and stability, ultimately promoting a more inclusive and resilient environment.

The redevelopment is poised to significantly enhance community wealth building by creating a mixed-use environment that fosters local businesses and job opportunities. By prioritizing affordable housing in proximity to public services, commercial spaces, and reliable transportation, the project will empower residents to engage economically and better retain financial resources within the community. Furthermore, the redevelopment aims to support facilitating workforce development given the proximity to educational institutions and employment opportunities, ensuring that residents can benefit from the economic growth generated by the revitalization efforts.

The Park Badger Redevelopment aspires to provide sustainable opportunities for its new residents and the surrounding neighborhood to thrive. The project will incorporate community-driven spaces and amenities that foster social connections and well-being, encouraging active participation in neighborhood activities and empowering them to thrive within their community.

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COMMUNITY + STAKEHOLDER ENGAGEMENT

Community + Stakeholder Engagement

In collaboration with the CDA, the Development Team is committed to fostering meaningful public engagement throughout the Park Badger Redevelopment project. This partnership recognizes the importance of listening to and incorporating the community's diverse perspectives to ensure the project addresses the needs and aspirations of all stakeholders. The group's commitment to transparency will involve clear communication and regular updates, providing opportunities for public input during the planning process. Collaboratively, members of the joint effort will also proactively seek feedback from residents, local organizations, and businesses to ensure the redevelopment reflects the values and priorities of the community. The redevelopment team is dedicated to creating a space that enhances the public good, promotes inclusivity, and strengthens neighborhood connections. Through ongoing cooperation, we will ensure that the Park Badger Redevelopment is a sustainable and vibrant asset for Madison's future.

The redevelopment team is committed to integrating Design Justice and Madison's Racial Equity and Social Justice Initiative (RESJI) values and principles throughout the Park Badger Redevelopment. The prioritization of equity, inclusivity, and accessibility will ensure that the design and implementation of this project reflect the needs and voices of historically marginalized communities, fostering a more just and equitable environment for all Madisonians.

Design Justice

Design Justice is a framework that prioritizes and includes underrepresented communities in the design process, ensuring that their voices, needs, and aspirations are central to creating built environments. The Park Badger Redevelopment team was selected, in part, because of its commitment to applying Design Justice principles, with a strong focus on equity, accessibility, and community-driven solutions. This approach aligns with Madison's goals of fostering racial equity and social justice, ensuring that the redevelopment project will serve as a vibrant, inclusive, and sustainable asset for all current and future residents.

The city-selected partnership is united in its commitment to:

Inclusive Decision Making – manufacturing a design process where diverse community stakeholders are prioritized. The team values the insights from various lived experiences that offer multiple perspectives. That knowledge will enable the design team to create spaces that are representative of and beneficial to the community it serves.

Embracing Community Strengths – understanding and leveraging the successful systems that already exist in the community before the development team seeks to implement alternative solutions.

Accountability Through Intentionality – being collaborative, accessible, and accountable to the stakeholders impacted by this redevelopment. This will be achieved by creating communication tools and opportunities through diverse channels.

Racial Equity and Social Justice Initiative

Madison's Racial Equity and Social Justice Initiative (RESJI) is a comprehensive framework developed by the City of Madison to advance racial equity, social justice, and inclusion across all facets of city governance and community life. It aims to address systemic disparities, reduce racial and social inequities, and promote the fair treatment of all individuals, especially those from historically disenfranchised communities.

Through RESJI, the city and its partners commit to embedding equity and social justice into its policies, practices, and decision-making processes. This initiative is grounded in a recognition that racial and social disparities are deeply embedded in institutional systems and must be actively dismantled to achieve a more just and equitable city. RESJI emphasizes collective responsibility and community-driven solutions, ensuring that all residents can access the opportunities and resources needed to thrive.

RESJI Public Participation Plan

Madison's RESJI Public Participation Plan outlines a framework for engaging community members in a way that prioritizes inclusivity, transparency, and accountability in decision-making processes. By incorporating diverse perspectives and lived experiences, the RESJI Public Participation Plan aims to dismantle structural barriers to equitable participation and foster a culture of equity across city operations. The plan emphasizes accessible communication, outreach strategies tailored to various community needs, and a commitment to building trust and fostering collaborative relationships with community stakeholders. Adopting this approach has allowed the public-private partnership to create a more inclusive process where all residents can contribute to the conversation.

The development team will follow a structured approach that ensures inclusive, equitable, and transparent community engagement throughout the project. This process is as follows:

- Define the goals, stakeholders, and community needs, ensuring alignment with RESJI values and the project's broader objectives.
- Select appropriate engagement tools and strategies tailored to diverse community groups, including underrepresented and under-served populations.
- Implement the engagement process through accessible meetings, workshops, surveys, and other communication channels to actively involve the community in decision-making.

Community + Stakeholder Engagement

- Follow up with stakeholders to provide feedback on how their input has influenced the design and decision-making process, fostering transparency and trust.
- Evaluate the effectiveness of the engagement efforts, using data and feedback to assess the impact and identify opportunities for improvement in future engagement activities.

Strategic Implementation

"Define"

The Racial Equity Analysis is a comprehensive tool designed to guide the city's decision-making processes, focusing on promoting racial equity, social justice, and inclusivity. The RESJI Matrix provides a structured approach for evaluating policies, projects, and programs through an equity lens, helping city staff and decision-makers assess potential impacts on marginalized communities. It includes questions and criteria that prompt critical analysis of how proposed actions may contribute to or reduce racial disparities and inequities. By referring to this tool frequently, the team will ensure that racial equity considerations are systematically incorporated into the planning, budgeting, and implementation, making equity a central component of decision-making at all levels.

Leveraging this tool, in conjunction with other community engagement strategies, provided an initial lens for the redevelopment team to reflect on and enhance our goals, identify initial stakeholders, and create assumptions surrounding the needs of the South Madison Community.

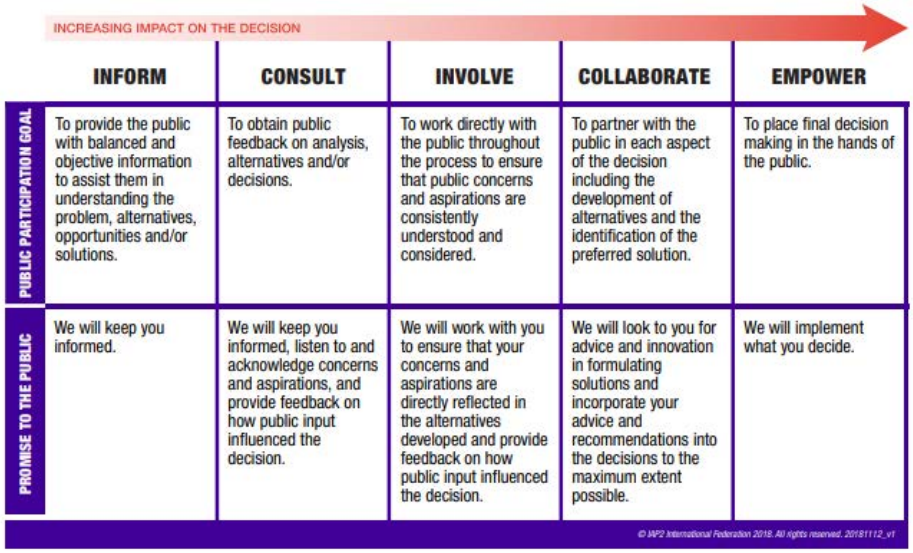
As the community engagement efforts, led by Captains Real Estate Management, Inc., advanced over the master planning timeline, the team's community outreach cultivated relationships that produced meaningful dialogue. Working in tandem with the public events that fostered open conversations and immediate feedback, the list of stakeholders naturally expanded, and the specifics of the designs shifted to incorporate and balance diverse needs and address concerns communicated throughout the process.

Stakeholder Identification: The diverse stakeholders of the Park Badger Redevelopment encompass a wide range of individuals and entities. Intentionally, the group attempted to prioritize existing residents and groups that are historically underrepresented or are advocating on behalf of these communities for greater economic development, housing opportunities, and social services in the planning and design processes. Additional stakeholders include local businesses and religious institutions, diverse city and county agencies, elected officials, policymakers, the redevelopment team, environmentalists, future residents, and the broader City of Madison.

"Select"

The redevelopment team recognizes the challenges of time constraints and other resources necessary for community members to consistently engage in master planning efforts. In addition, specific features of the redevelopment, like the Fire Station and PHMDC, must balance code and operational requirements with community preferences for spaces they are interacting with. To foster greater engagement, the team implemented various outreach methods to empower individuals and other community entities to engage with the planning process to varying degrees.

Therefore, the redevelopment team used the International Association for Public Participation (IAP2) Spectrum. This is introduced in the RESJI Public Participation Plan as a tool to help define the community's role in the engagement process and determine what levels of participation are appropriate for specific portions of the project.



INCREASING IMPACT ON THE DECISION

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

RESJI Public Participation (IAP2) Spectrum

The stakeholder engagement process for the City of Madison's projects, including those guided by the Racial Equity and Social Justice Initiative (RESJI), follows a comprehensive, multi-step approach designed to ensure inclusive and meaningful participation from all relevant stakeholders.

Community + Stakeholder Engagement

Inform: This is the first step of the process, where the community is made aware of critical developments, objectives, and opportunities for involvement. Strategies that were used to accomplish this include:

- Fact Sheets
- Press Releases
- City Website
- Project Website
- Alder Communication Streams
- Posting to the City Calendar of Events
- Individual Conversations
- Flyer Pinning
- Email Messaging
- Postcard Deliveries

Consult: Surveys, public meetings, focus groups, and other strategies are implemented to gather feedback and understand community concerns and priorities.

- Public Comment
- Public Meetings (virtual and in-person)
- Focus Group Meetings
- Individual Conversations
- Online Commenting on the Project website

Involve: This step ensures stakeholders actively engage in discussions, co-design solutions, and contribute to decision-making.

- Second Public Meeting (virtual and in-person)
- Design Charette Exercises
- Small group and individual conversations
- Ongoing conversations with Alders

Collaborate: Elements in this category deepen the relationship between the city and community by working together on project planning, refining strategies, and developing actionable outcomes.

- Weekly Meetings with the Fire Department, PHMDC, and City Agencies

Empower: This step is the culmination of activities in which community members are provided with the tools, resources, and authority to take ownership of specific aspects of the project, ensuring their voices directly shape policies and initiatives. Due to the technical nature of master planning designs and development and the complexity of balancing special requirements from each city agency, it was challenging for the project team to accomplish this level of community engagement. Therefore, it is beneficial that the team's pre-existing connections to the South Side of Madison were prioritized during its conception. They understood that certain levels of community engagement would be challenging, which meant that the team had to be natural stewards and advocates for the communities represented in the neighborhood.

"Implement"

The team, led by Captains Real Estate Management, Inc., applied the principles of RESJI and Design Justice as their guide and leveraged a three-pronged approach to promote community awareness and involvement in the design process.

The strategies included dynamic interactions with community members and businesses and a grassroots "walk the neighborhood" approach to generate awareness of the project and drive interest in attending the public meetings hosted online or at locations in the community. The goal was to engage and acquire public feedback to inform the team's iterative design process that addressed housing, accessibility, community resources, green space, and other features.

With respect to dynamic interactions, Captains Real Estate Management, Inc. initially met with both community Alders on the CDA Board to gain insight into their initial thoughts on developing the site. These conversations provided a baseline of understanding for how the community would initially perceive the redevelopment. In addition, the meetings supplied the team with "best practices" for engaging the diverse community and established connections to community members and entities outside the team's pre-existing relationships. The Alders were used as sounding boards throughout the process and provided consistent feedback to the design team.

The insights afforded by these conversations led to over 75 conversations with community members and organizations before our first community meeting. This allowed us to develop a robust list of initial thoughts, questions, and concerns surrounding the redevelopment of the project site and its impact on the broader neighborhood. These consultations were also ongoing throughout the process and were vital resources for the team to collect feedback and further involve people in the design process.

The team invested significant time into grassroots "Walk the Neighborhood" conversations. Conducted with diverse community stakeholders, these efforts were highly effective and laid the foundation for the listening and visioning process. Our ambition as a team was to cast as wide of a net as possible to capture representation from all parts of the community. These efforts were mainly used before each community meeting to promote attendance.

- Walking through the neighborhood and stopping at local businesses to spread further awareness
- Attending community events, including the opening of Centro Hispano, the Black Community Center, and the Black Business HUB, where we demonstrated our commitment to the community and had conversations with 100+ people
- 5,500 bilingual postcards were sent to neighbors on the south side of Madison
- Over 60 flyers were posted around the community
- Over 600 emails were sent out
- Press Releases
- Posts to the City Website and Calendar
- Launching of Project Website with Events, Articles and Timelines

Community + Stakeholder Engagement

The two public meetings hosted by the redevelopment team held the same objective: to collect feedback and ideas for alternative design solutions that would positively impact the community and garner support. To make each of these opportunities accessible to the broader community, the team offered a virtual version during the daytime and an in-person event in the neighborhood that evening. If individuals could not attend either option, the presentations were posted on the project website, allowing them to submit feedback and get information on the next steps if they wanted to stay involved.

The first public meeting was hosted on the evening of June 24, 2024, at the Black Business HUB in the South Madison neighborhood, with a virtual option available earlier in the day. The first meeting was intended to inform the community of the initial ideas for the redevelopment and then collect immediate feedback from the participants through a Q&A session. Thirty people attended the virtual meeting, and the latter, in-person session had 36 attendees. Neither figure accounts for members of formal stakeholder groups in attendance.

The significant feedback themes were as follows:

- Concerns of too much density
- A need for dedicated housing for aging populations
- Housing needs to be affordable and accessible to diverse populations
- Inclusion of ample green spaces
- Diverse amenities for existing and future residents of all ages
- Ample affordable parking for residents and visitors
- Safe pedestrian infrastructure
- Ensure quality design and environmentally friendly features
- Opportunities for homeownership

Following the first meeting, the website received slightly increased traffic. The feedback supplied to the team offered clarity on design adjustments necessary to provide the community with an asset. Several months later, a second meeting was held to refine the vision for the project site further. In the interim, additional conversations with community members, press releases, and other activities were conducted to sustain engagement.

The second public meeting was hosted on the evening of September 23, 2024, at the Catholic Multicultural Center in the South Madison Neighborhood, with a virtual option available earlier in the day. This meeting intended to share the updated design and vision for the site, which was directly influenced by the feedback received after the first community meeting and other community outreach efforts.

Breakout groups following the formal presentation leveraged small group conversations and interactive displays to collect additional input on community space activation, greenspaces, pedestrian safety, and housing opportunities.

Following the second meeting, the website in the next week received 290 individuals on the website, compared to the previous week's total of 21 people.

This increase in volume is likely attributed to the newly tangible nature of the project and the media releases that followed the meeting. Like the previous meeting, people who could not attend either meeting were encouraged to visit the website to engage with the presentation and provide feedback. That direct feedback has been used to influence the design of this redevelopment directly and would not be possible without the participating community members.

"Follow-Up"

Throughout the process, the team tried to prioritize an open line of communication with the neighborhood's immediate community stakeholders and stakeholders at the city level. Whether through one-on-one conversations, group discussions, public meetings, or the comment section on the website, the team values the opinions of the existing community. Following up on discussions and demonstrating that we were listening is paramount to the success of this project, and the project team believes that the adjustments illustrated in each iteration prove that we are committed to the community.

"Evaluate"

Reflecting on the redevelopment team's efforts to meaningfully engage the broader community during the master planning process, the team is encouraged to see that the outreach resulted in meaningful adaptations to programming and the culminating design that lends this redevelopment as a future asset to the community.

Key Takeaways

Through a comprehensive review of the feedback gathered during the vision planning process, the team identified six core themes that have guided our approach.

1. Community-Centric Design: Building community trust and fostering collaboration in the design process is essential for gaining buy-in.
2. Site Density and Building Heights: The community places significant importance on maintaining the appropriate density levels and building heights that align with their vision.
3. Affordable Housing: There is a clear need for diverse and inclusive housing options that cater to a variety of persons and incomes.
4. Parking Capacity: Ensuring sufficient parking remains a critical element for the site's functionality and accessibility.
5. Safety and Security: Safety is a top priority, with community members emphasizing the need for well-design, secure spaces.
6. Site Activation: Activating the site with vibrant, engaging spaces that benefits both current and future residents.

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MASTER PLANNING + PLACEMAKING

Master Planning + Placemaking

How Community Engagement Shaped the Master Plan

The planning team prioritized responsiveness to the needs and concerns of the surrounding neighborhood, the City of Madison, and future residents. Through the various engagement meetings with community members, the team gathered valuable insights into their priorities. Key concerns included managing density near existing single-family homes, creating amenities for new residents - especially teens - ensuring sufficient parking for all site uses, and fostering inclusivity, particularly for individuals with accessibility needs.

To address these concerns, the design evolved in several significant ways. Recognizing the neighborhood's apprehension about density, the tallest building was strategically positioned along South Park Street on the eastern edge of the site. This approach allows for lower-profile buildings to be located closer to existing single-family homes, preserving the neighborhood's character. Specifically, Buildings 1B and 2C, planned for Phase 2, will be five stories tall, while the westernmost portion of Fire Station 6 will be limited to two stories.

The design also incorporates thoughtfully planned amenities. Each building will feature rooftop podiums - typically one story above ground level - providing secure, accessible spaces for residents. These podiums will include outdoor areas for cooking, dining, lounging, and potentially play equipment, fostering a sense of community within each building. Beyond private spaces, the plan introduces a publicly accessible greenway connecting Hughes Place to Badger Road.

This greenway will serve as a shared outdoor space, offering greenery and patio areas for both new residents and the broader community, including visitors to public service facilities like PHMDC.

Parking, a critical concern for both residents and staff of the Fire Department and PHMDC, will be addressed with two levels of underground parking. This solution minimizes street parking demands while maximizing the site's public green space, ensuring a balance between functionality and community-oriented design.

Through a collaborative and responsive design process, community input directly shaped the master plan, aligning it with local priorities while advancing the City of Madison's broader goals.

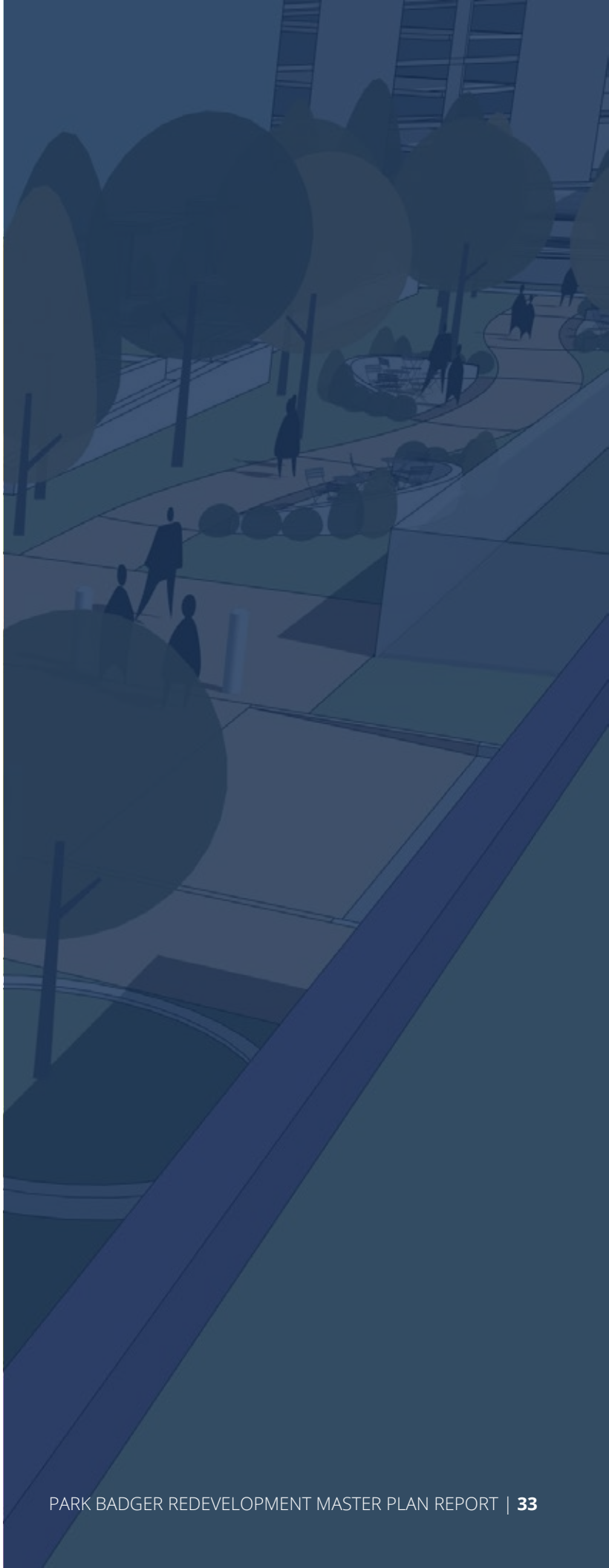
Park Badger Redevelopment Conceptual Vision

The Park Badger Redevelopment, located at South Park Street and West Badger Road, is a transformative project aimed at revitalizing the area. Currently, the site hosts the South Bus Transfer Point, the former Centro Hispano, the City of Madison Police Department - South District, and the Badger Building. The redevelopment will feature two new buildings in two phases, with thoughtful integration of residential, civic, and public health facilities.

In Phase 1, the project will feature two buildings, 1A and 1B, supported by a shared underground parking garage that will serve residents, PHMDC employees, and Fire Station 6 personnel. Building 1A (eight stories) will house PHMDC on its lower levels, with affordable housing units above. Building 1B (five stories) will provide a new two-story space for Fire Station 6, while the upper floors will accommodate senior housing. Phase 2 will add Building 2C, a five-story multi-family residence with walk-up units along its ground level, blending seamlessly with the surrounding neighborhood and greenway.

Rooftop terraces across all buildings will provide residents with communal spaces, while the greenway nestled between Building 1A/1B and along the east perimeter of Building 2C will feature seating and a walking path, creating a natural link between new BRT stops and Madison College. Massing views on page 38 illustrate the relationship between the proposed structures and the site's existing context, using color-coded representations to distinguish different building functions.

The greenway design enhances connectivity and accessibility across the site, anchored by a plaza across Madison College on West Badger Road, which invites visitors into the development's central green area. From there, a canopy leads to a meandering walking path stretching from West Badger Road to Hughes Place, which aligns with the new BRT stops.



Master Planning + Placemaking

Building entries have been strategically placed to enhance flow and accessibility. Building 1A features a residential entry at South Park and Badger, while PHMDC has a dedicated entrance further north on South Park. Building 1B offers separate entrances for the fire station and senior residences facing Badger Road. The elevation along West Badger Road demonstrates the gradual scaling down of building heights, ensuring that the denser structures are closer to South Park Street, while the buildings closest to the existing residential areas are less imposing.

Fire Station 6

As part of the Park Badger Redevelopment team, OPN Architects led the City of Madison and Madison Fire Department to identify the current and future needs of Fire Station 6. The Fire Department has a critical role in the development. It was a priority to ensure their goals and needs were addressed and that they blend in seamlessly with the overall development.

Through a series of visioning meetings, the team identified several key opportunities and needs for the new station, including expanding the facility's footprint, incorporating trauma-informed design to address PTSD, ensuring robust decontamination and air filtration, and embedding a new CARES program within the station.

The project scope evolved to accommodate increased demands, including additional dorms, offices, apparatus bays, and expanded facilities for fitness and dining, reflecting the growing needs of the Fire Department. The development will aim to create a firefighter-centric space, enhance community engagement, and ensure future adaptability. Sustainable building systems were also prioritized, aiming for a minimum of LEED V4 Silver certification, with plans for geothermal heating, photovoltaic energy systems, and a backup power generator. The design team visited recently completed fire stations to gather insights on materials, design, and operational functionality. Key takeaways highlighted the importance of natural light, spaciousness, and effective organization of living and operational spaces.

An iterative design process led to several concept layouts, with the final design featuring a two-story station. The fire station will be situated in a T-shaped configuration, with separate areas for apparatus storage and living spaces, including a community/training room that may be accessible to both firefighters and residents.
Overall, the redevelopment aims to create a modern, sustainable fire station that meets the needs of the department and fosters community interaction, all while addressing contemporary challenges in fire service operations.

A full narrative regarding the Fire Station 6 planning process including a proposed space needs program and concept plans can be found in the appendix on page 88.

PHMDC

Potter Lawson collaborated with the City of Madison and PHMDC team to create a space needs assessment and test fit floor plan. Potter Lawson toured existing facilities, conducted an online survey of key PHMDC staff, and worked closely with the PHMDC Executive Team to develop a plan to consolidate the majority of PHMDC operations under one roof.

Through multiple meetings, several important themes emerged:

- Bringing multiple departments together into a single space.
- Improved internal efficiencies, collaboration, and communication.
- Enhancing departmental effectiveness for the community.
- Promoting community activity and engagement.

A full narrative regarding the PHMDC planning process including a proposed space needs program and concept plans can be found in the appendix on page 78.

Greenspace, Public Art, and Access

As shown in the Phase 1 Aerial View on page 45, the greenway and rooftop terraces offer outdoor areas, fostering a strong connection between indoor and outdoor spaces. The Phase 2 Site Plan on page 47 extends the green space network further, with walk-up units in Building 2C elevated slightly to maintain privacy from the surrounding public areas.

The project also incorporates art installations to enhance the aesthetic and cultural experience. Potential art placement areas have been designated throughout the development, allowing interactive sculptures and murals, with plans to involve community input on the selection of style, type, and artists - as shown on pages 48-49. A green space aerial view on page 50 highlights the walking paths, seating areas, and patios designed to foster community engagement and enjoyment.

Pedestrian access throughout the site is carefully considered, with bike routes along West Badger Road, and sidewalk paths connecting key locations and bus stops, as demonstrated on page 51. For vehicles, access points ensure smooth movement and parking options for residents and the public, while the fire station incorporates pull-through access to streamline emergency responses, shown on page 52. Finally, site setbacks and easements comply with R-MX zoning standards, ensuring that the development integrates harmoniously within the neighborhood while respecting property boundaries and access requirements, seen on page 53.

Master Planning + Placemaking

This master plan envisions a vibrant, accessible, and community-oriented environment that brings together residential, public service, and civic spaces to enrich the Park Badger Redevelopment.

Sustainability Goals

The Park Badger Redevelopment project represents a collaborative effort to create a forward-thinking, sustainable community. This redevelopment will serve as a model for integrating innovative sustainability practices across multiple areas of design and construction. Below is an overview of key sustainability goals and strategies guiding this project.

Mass Timber Construction

The team is exploring the use of mass timber as a sustainable building material. This approach offers dual benefits of reducing carbon emissions through carbon sequestration and potentially accelerating construction timelines. A cost-benefit analysis will inform final decisions.

All-Electric Systems

The project will feature fully electric systems, excluding essential equipment like the emergency generator and outdoor residential grills. Additionally, pending approval, the Fire Station may utilize a gas cook top for operational needs.

Gray Water Reuse

Stormwater management will prioritize sustainability, with plans to repurpose gray water for irrigation and other practical uses, such as vehicle washing. This approach reduces water consumption and supports environmental stewardship.

Enhanced Insulation and High-Performance Windows

Energy efficiency is a core focus. Building envelopes will incorporate advanced wall systems, leveraging best practices from the Taking Shape, Our Triangle CDA project. High-efficiency windows with thermal barriers will be used to improve performance without compromising natural light, though triple-paned solutions may not be feasible.

Geothermal and Solar Energy

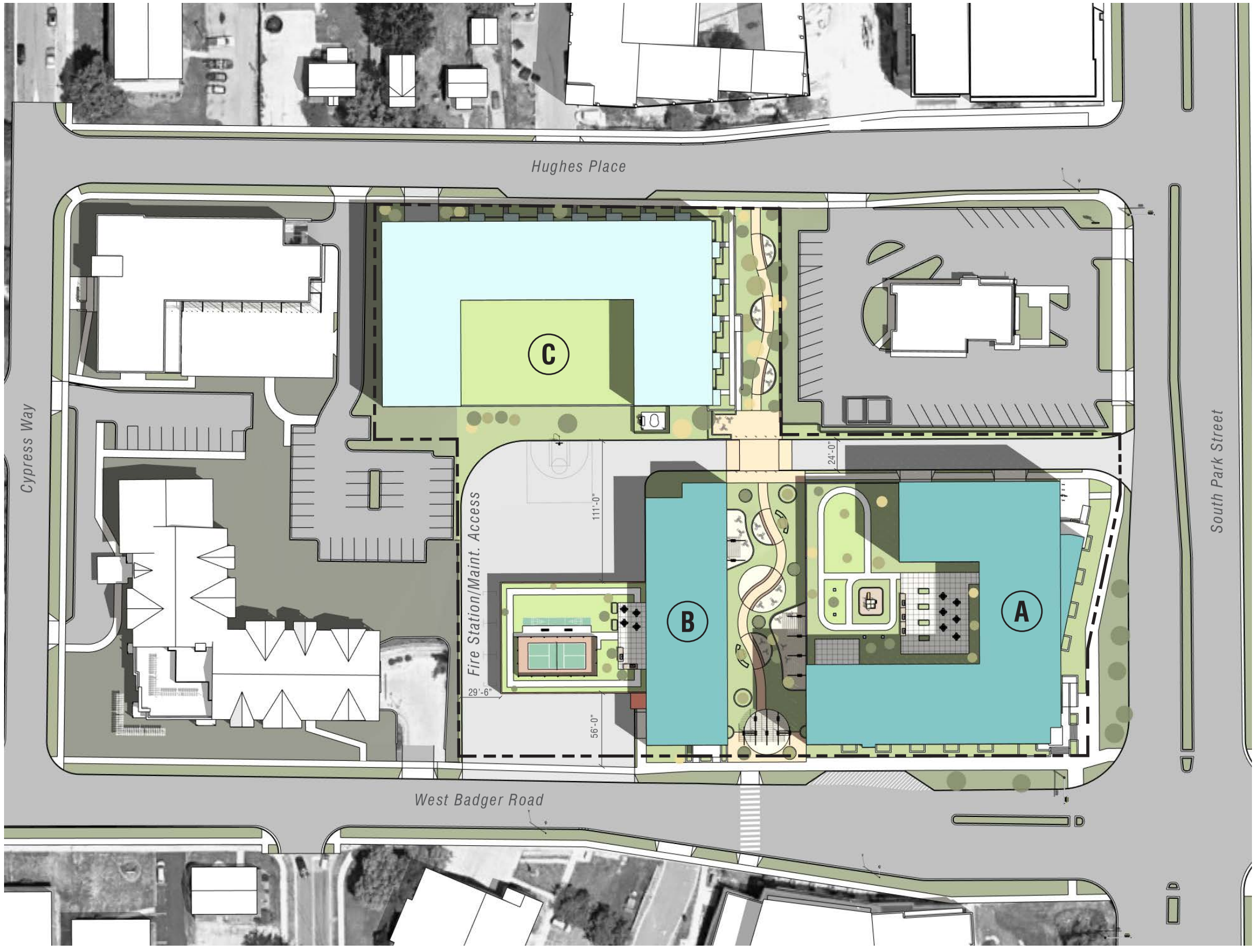
Geothermal systems are under evaluation, with exploratory borings planned to determine site viability. Roof space will be optimized for solar energy, balancing green/blue roofs and mechanical needs. While solar panels may not be installed during initial construction, provisions will allow for future integration under a separate budget.

HVAC Systems and Air Quality

Operable windows will enhance ventilation, allowing for the use of MERV 11 filters to maintain indoor air quality while reducing the frequency of filter replacements.

Green Building Certifications

The Fire Station and PHMDC components aim for LEED Silver accreditation, with the City of Madison covering review fees. The team is also evaluating other green certifications, such as Enterprise Green Communities, to maximize financial incentives and sustainability impact.



PHASE 1

BUILDING A — **MIXED-USE**

	SF	Units	Total Units	Parking
Floor 8	24,000 SF	28	183	
Floor 7	24,000 SF	28	155	
Floor 6	24,000 SF	28	127	
Floor 5	24,000 SF	28	99	
Floor 4	24,000 SF	28	71	
Floor 3	24,000 SF	28	43	
Floor 2	14,150 SF	15	15	
Floor 2	9,850 SF	PHMDC		
Floor 1	25,600 SF	PHMDC		20
Basement 1				150
Basement 2				150
TOTAL	**193,600 SF**	**183**		**320**

BUILDING B — **SENIOR LIVING**

	SF	Units	Total Units	Parking
Floor 5	12,100 SF	17	51	
Floor 4	12,100 SF	17	34	
Floor 3	12,100 SF	17	17	
Floor 2	1,450 SF	Residential Space		
Floor 2	10,650 SF	Fire Station		
Floor 1	20,100 SF	Fire Station		
TOTAL	**68,500 SF**	**51**		

PHASE 2

BUILDING C — **MULTI-FAMILY**

Up to Five Floors
Up to 120 Units
Up to 120 Parking Stalls

SITE SUMMARY

		Parking		
	Units	First Floor	Basement	Total
Building A	183	20	300	320
Building B	51			
Building C	120	50	70	120
TOTAL	**354**	**70**	**370**	**440**

Site Summary
Park Badger Redevelopment - 2024.22.00
November 01, 2024

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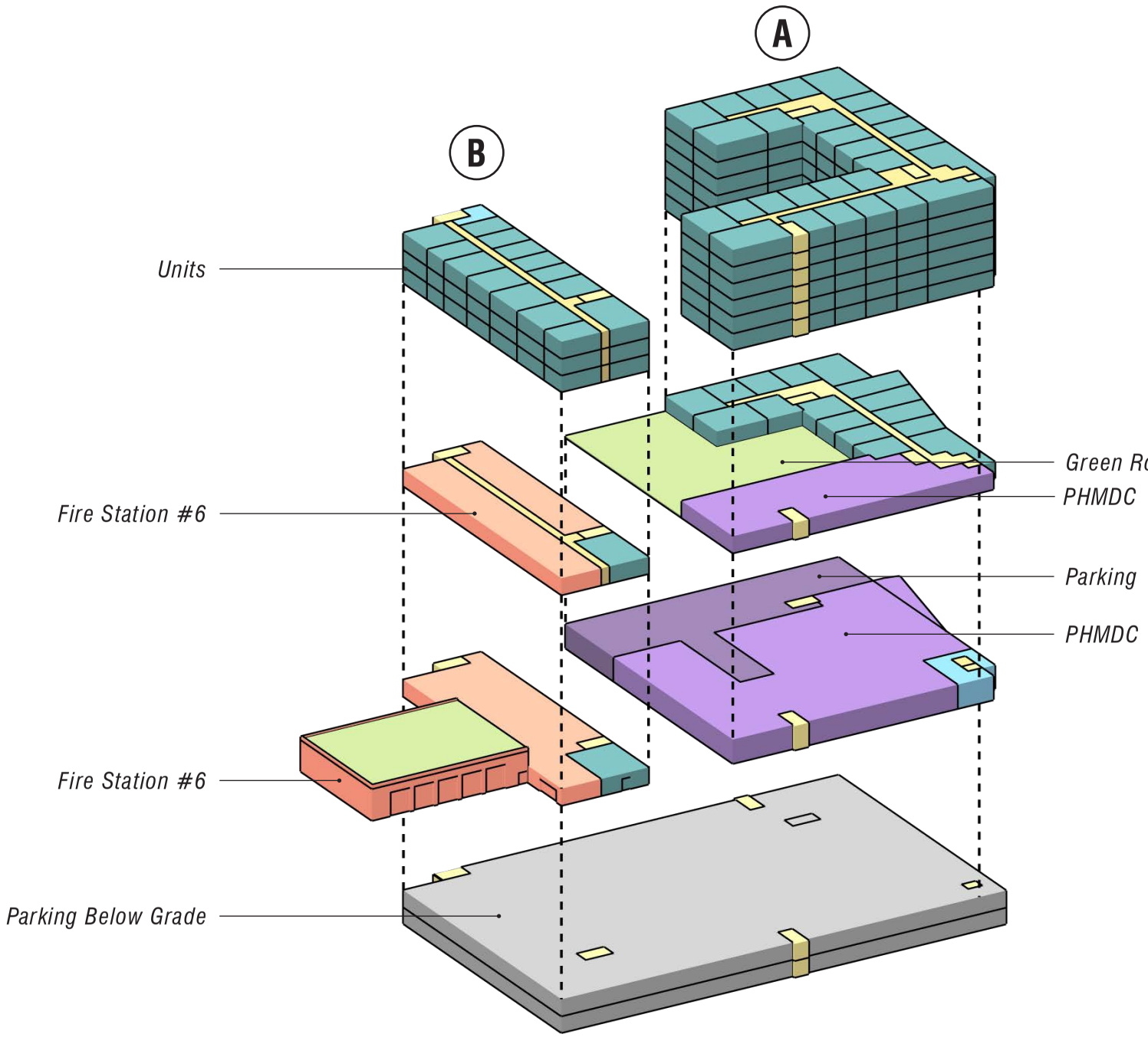
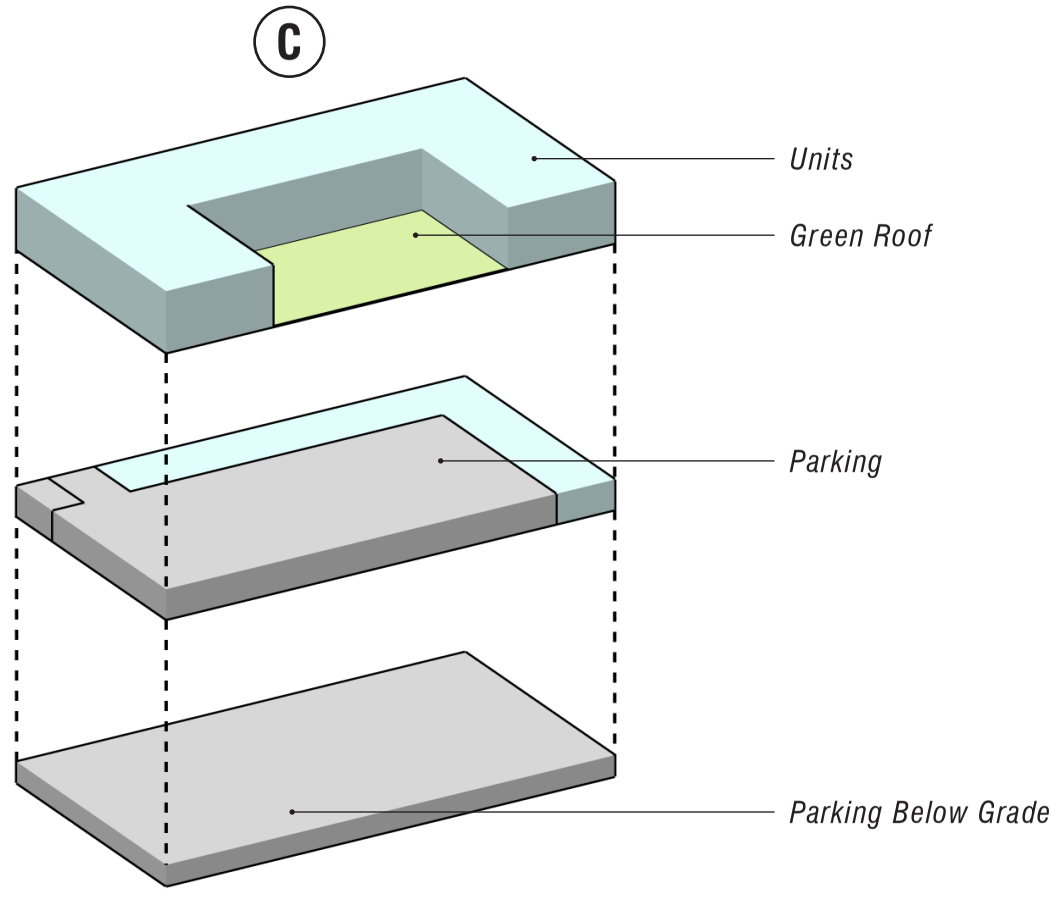
PHASE 1



PHASE 2



PHASE 1

	SF	*Units*	*Parking*
Building A	193,600 SF	183	320
Building B	68,500 SF	51	
TOTAL	**262,100 SF**	**234**	**320**

PHASE 2

Up to Five Floors
Up to 120 Units
Up to 120 Parking Stalls

Expanded Building Diagram

Park Badger Redevelopment - 2024.22.00

November 01, 2024

PARK BADGER REDEVELOPMENT

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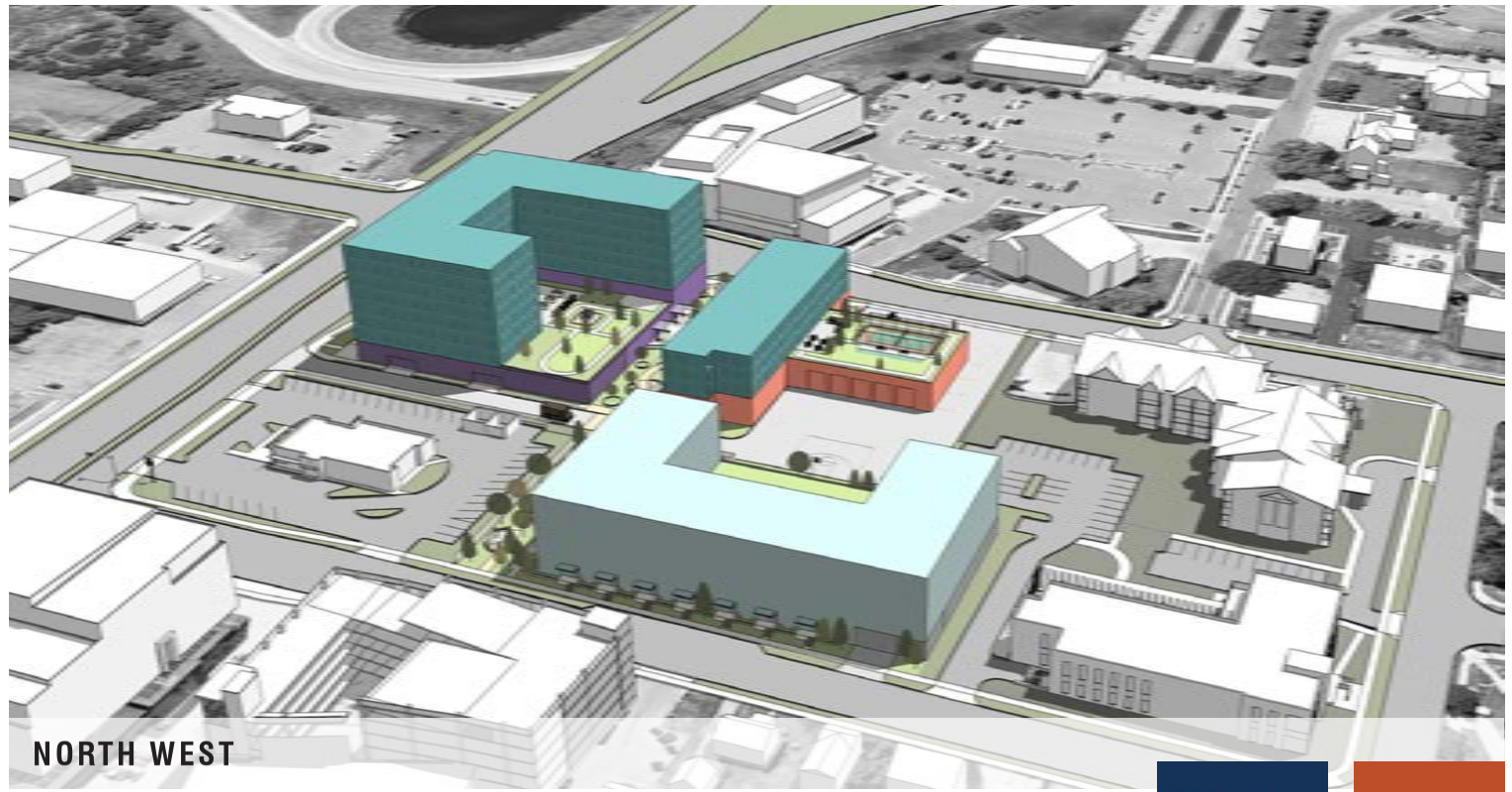
SOUTH EAST

SOUTH WEST

NORTH EAST



NORTH WEST

Massing Views

Park Badger Redevelopment - 2024.22.00

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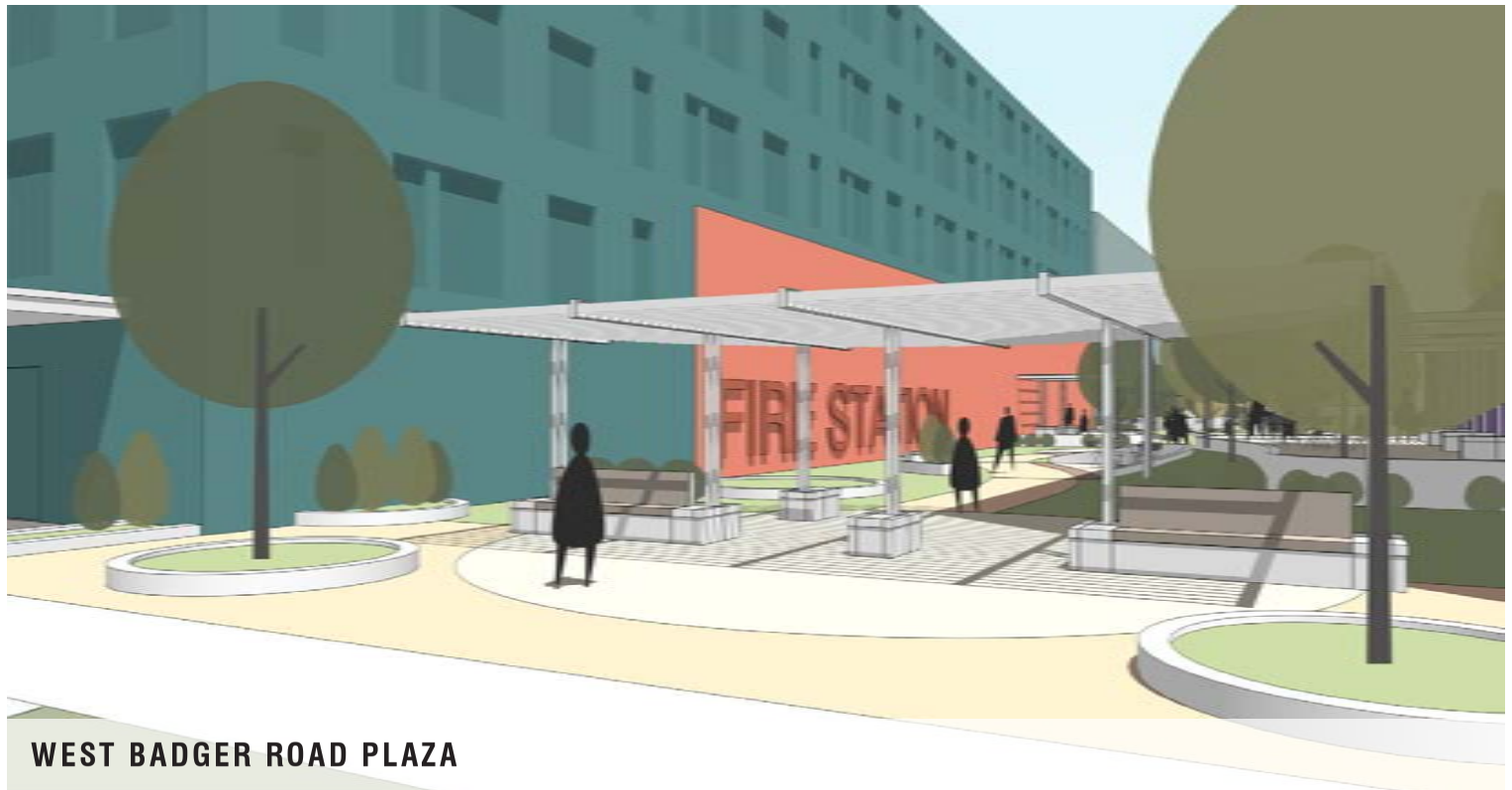

WEST BADGER ROAD PLAZA

GREEN SPACE CONNECTION

SEATING AREA

PATH TO WEST BADGER ROAD

Green Space Perspective Views

Park Badger Redevelopment - 2024.22.00

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BUILDING A RESIDENTIAL ENTRY

PHMDC ENTRY

FIRE STATION #6 ENTRY

BUILDING B RESIDENTIAL ENTRY

Entry Views

Park Badger Redevelopment - 2024.22.00

November 01, 2024

Ⓐ *Building A - 8 Stories*

Ⓑ *Building B - 5 Stories*

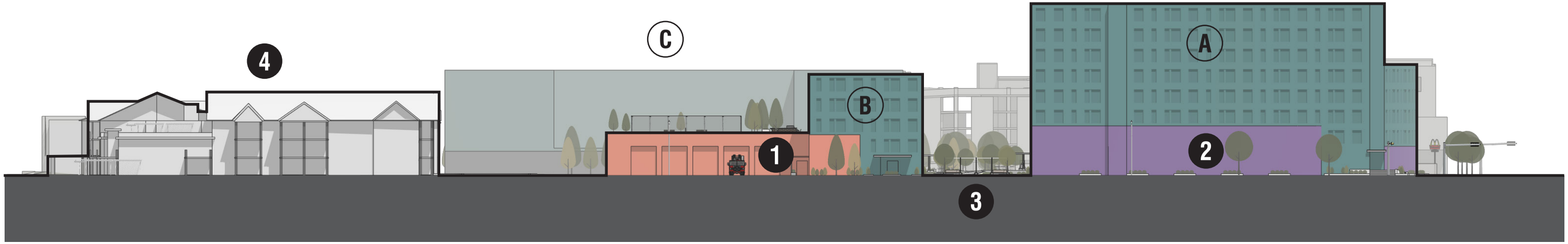
Ⓒ *Phase 2*

❶ *Fire Station #6*

❷ *PHMDC*

❸ *Green Space*

❹ *Burr Oaks Senior Apartments*



0' 100' 200'

Elevation Along West Badger Road

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Ⓐ *Building A - 8 Stories*

Ⓑ *Building B - 5 Stories*

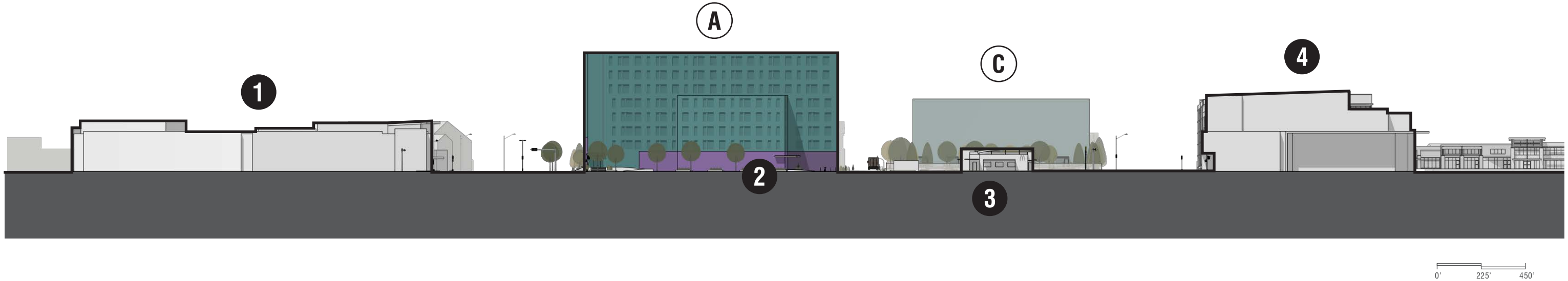
Ⓒ *Phase 2*

❶ *Madison College South Campus*

❷ *PHMDC*

❸ *McDonald's*

❹ *Black Business Hub*



Elevation Along South Park Street

Park Badger Redevelopment - 2024.22.00

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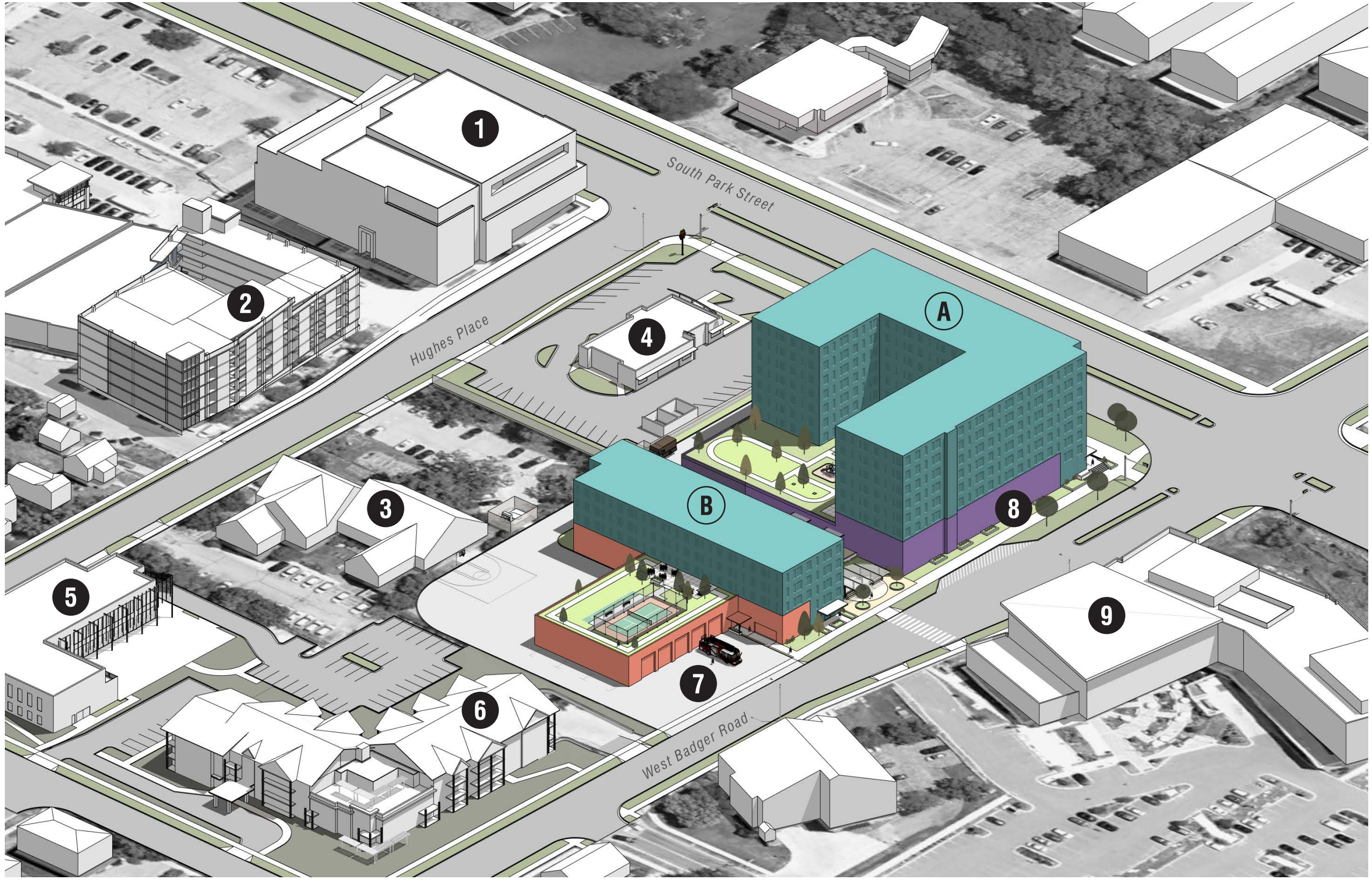


NORTH

Site - Phase 1 Aerial

Park Badger Redevelopment - 2024.22.00

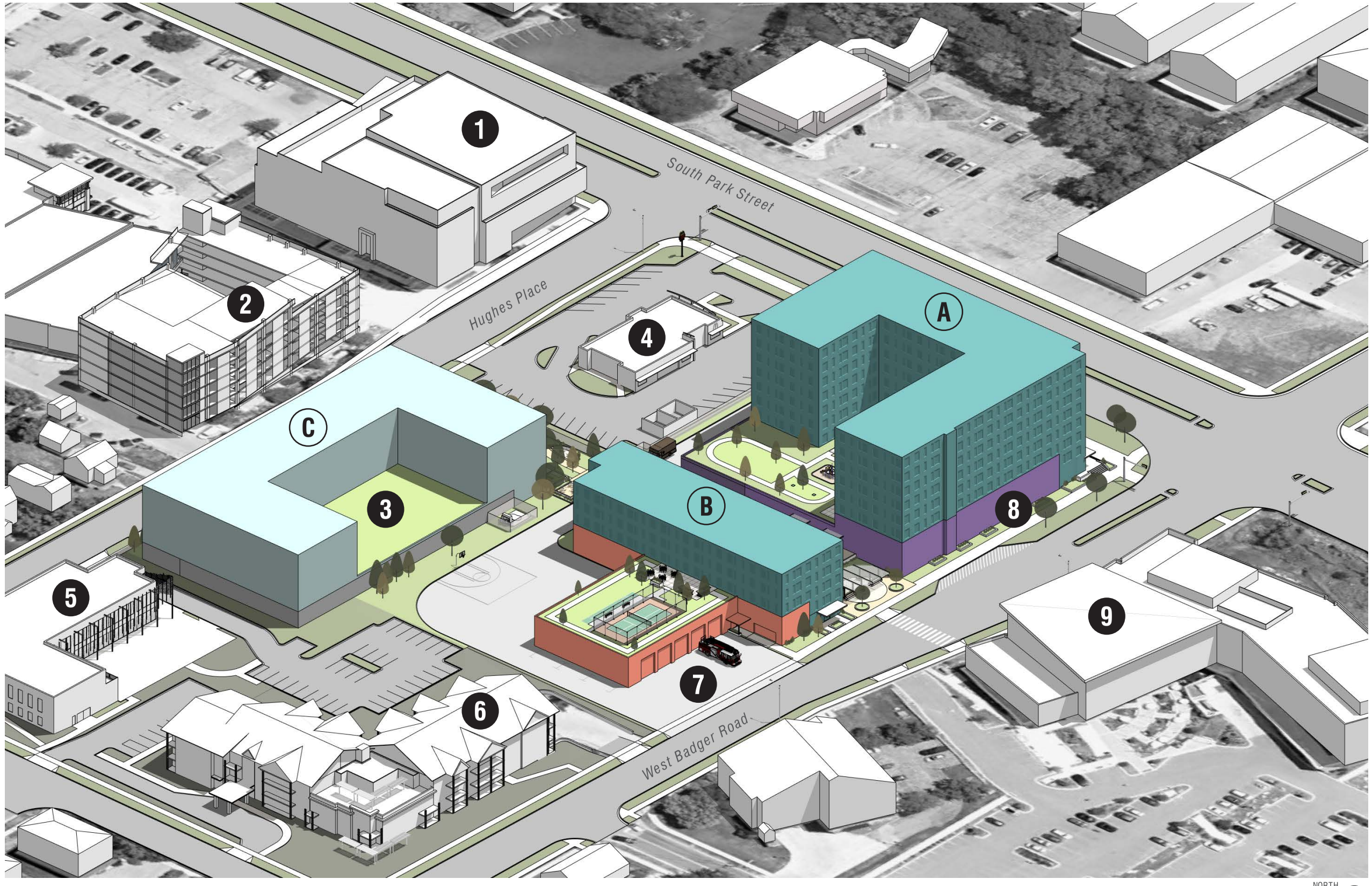
November 01, 2024

- A *Building A - 8 Stories*
- B *Building B - 5 Stories*
- C *Phase 2*

- 1 *Black Business Hub*
- 2 *Planned Parking Structure*
- 3 *Police Station*
- 4 *McDonald's*
- 5 *Centro Hispano*
- 6 *Burr Oaks Senior Apartments*
- 7 *Fire Station #6*
- 8 *PHMDC*
- 9 *Madison College South Campus*

PARK BADGER REDEVELOPMENT

Potter Lawson
Success by **Design**



- A Building A - 8 Stories
- B Building B - 5 Stories
- C Phase 2

- 1 Black Business Hub
- 2 Planned Parking Structure
- 3 Phase 2
- 4 McDonald's
- 5 Centro Hispano
- 6 Burr Oaks Senior Apartments
- 7 Fire Station #6
- 8 PHMDC
- 9 Madison College South Campus

NORTH

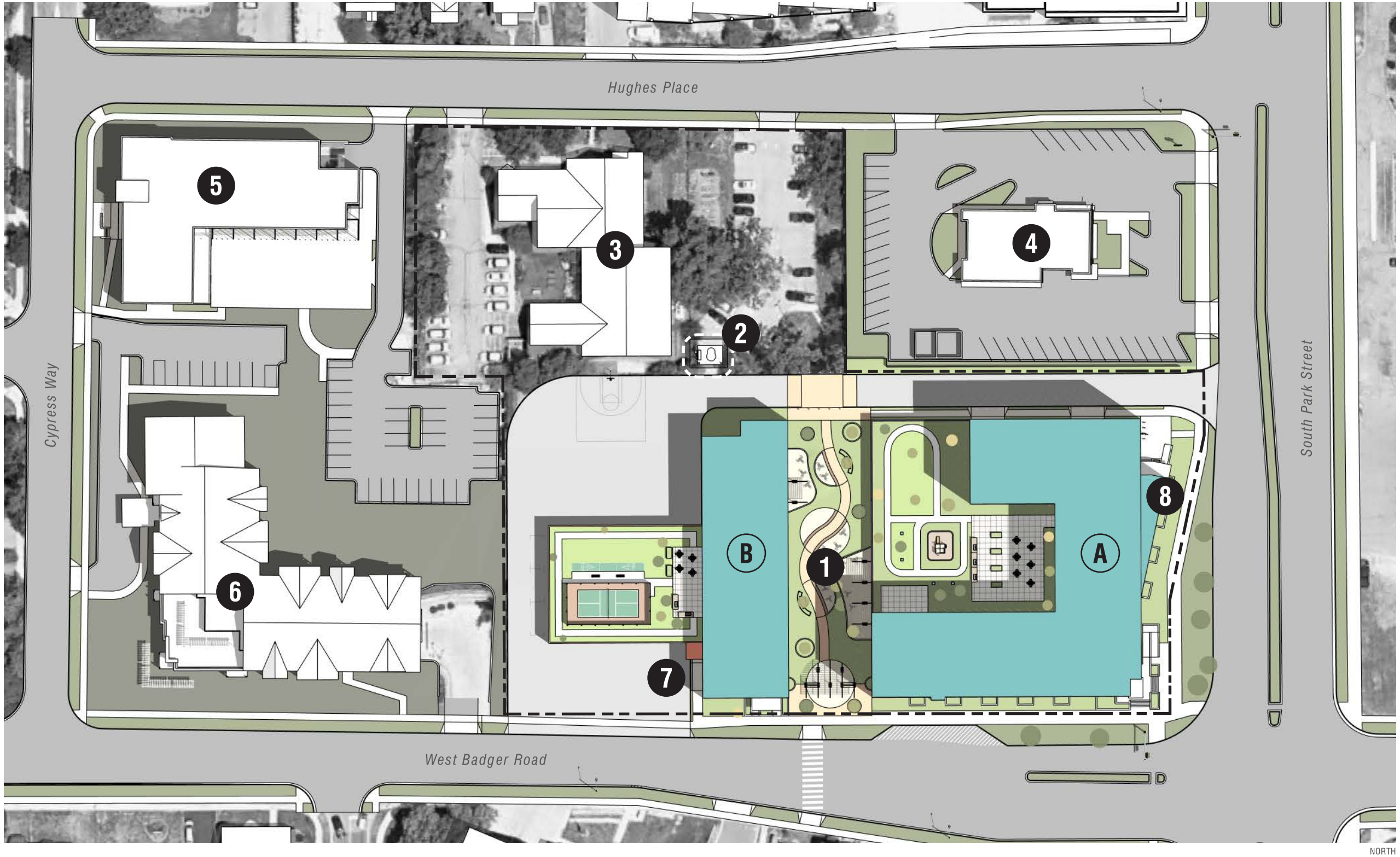
Site - Phase 2 Aerial

Park Badger Redevelopment - 2024.22.00

November 01, 2024

PARK BADGER REDEVELOPMENT

Potter Lawson
Success by **Design**



- A *Building A - 8 Stories*
- B *Building B - 5 Stories*
- C *Phase 2*

1. *Green Space*
2. *Lift Station*
3. *Existing Police Station*
4. *McDonald's*
5. *Centro Hispano*
6. *Burr Oaks Senior Apartments*
7. *Fire Station #6*
8. *PHMDC*

Phase 1 Site Plan

Park Badger Redevelopment - 2024.22.00

November 01, 2024

PARK BADGER REDEVELOPMENT

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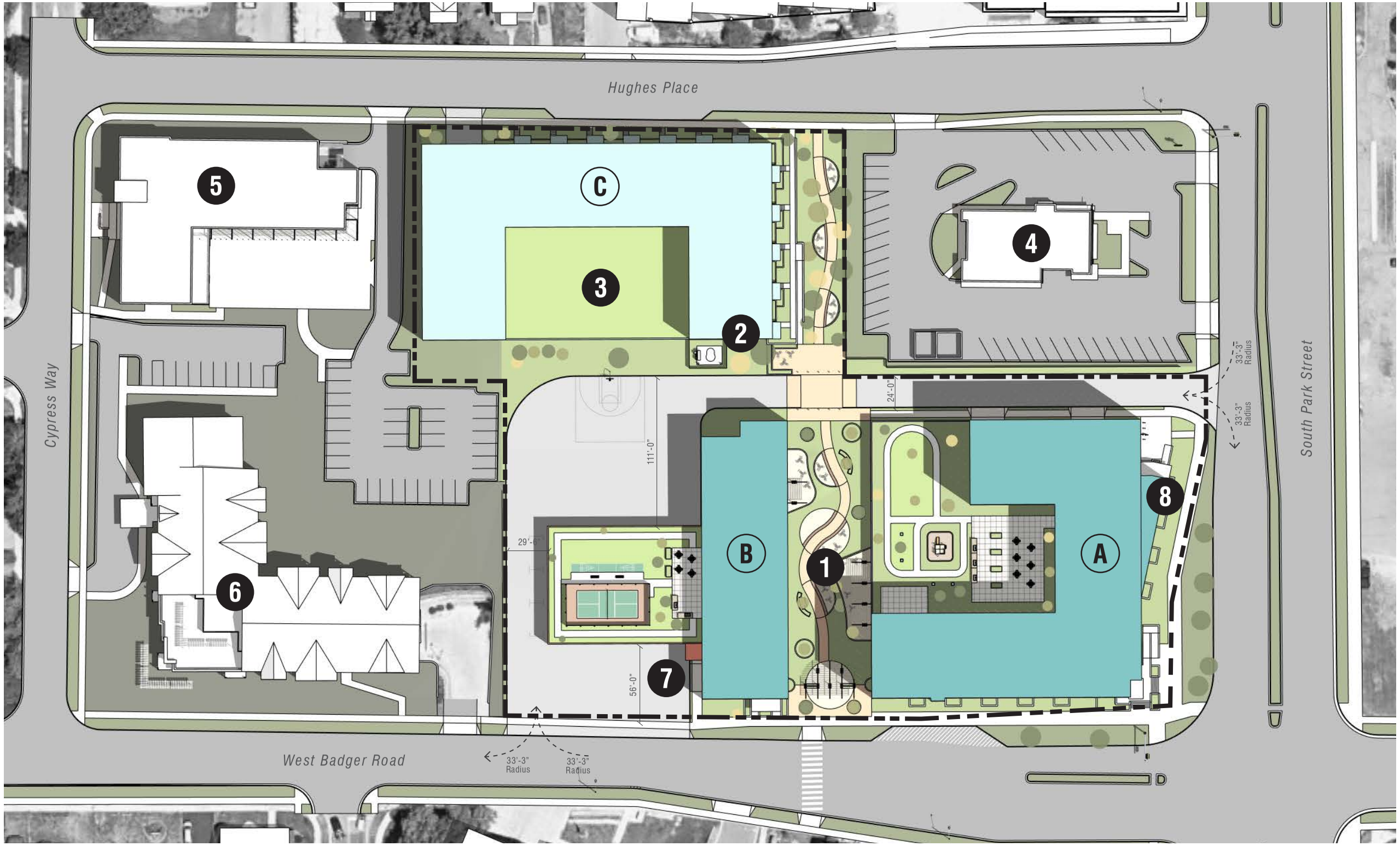

A Building A - 8 Stories

B Building B - 5 Stories

C Phase 2

1 Green Space

2 Lift Station

3 Phase 2

4 McDonald's

5 Centro Hispano

6 Burr Oaks Senior Apartments

7 Fire Station #6

8 PHMDC

0' 50' 100'

NORTH

TURNING RADII

Ladder Truck

Phase 2 Site Plan

Park Badger Redevelopment - 2024.22.00

November 01, 2024

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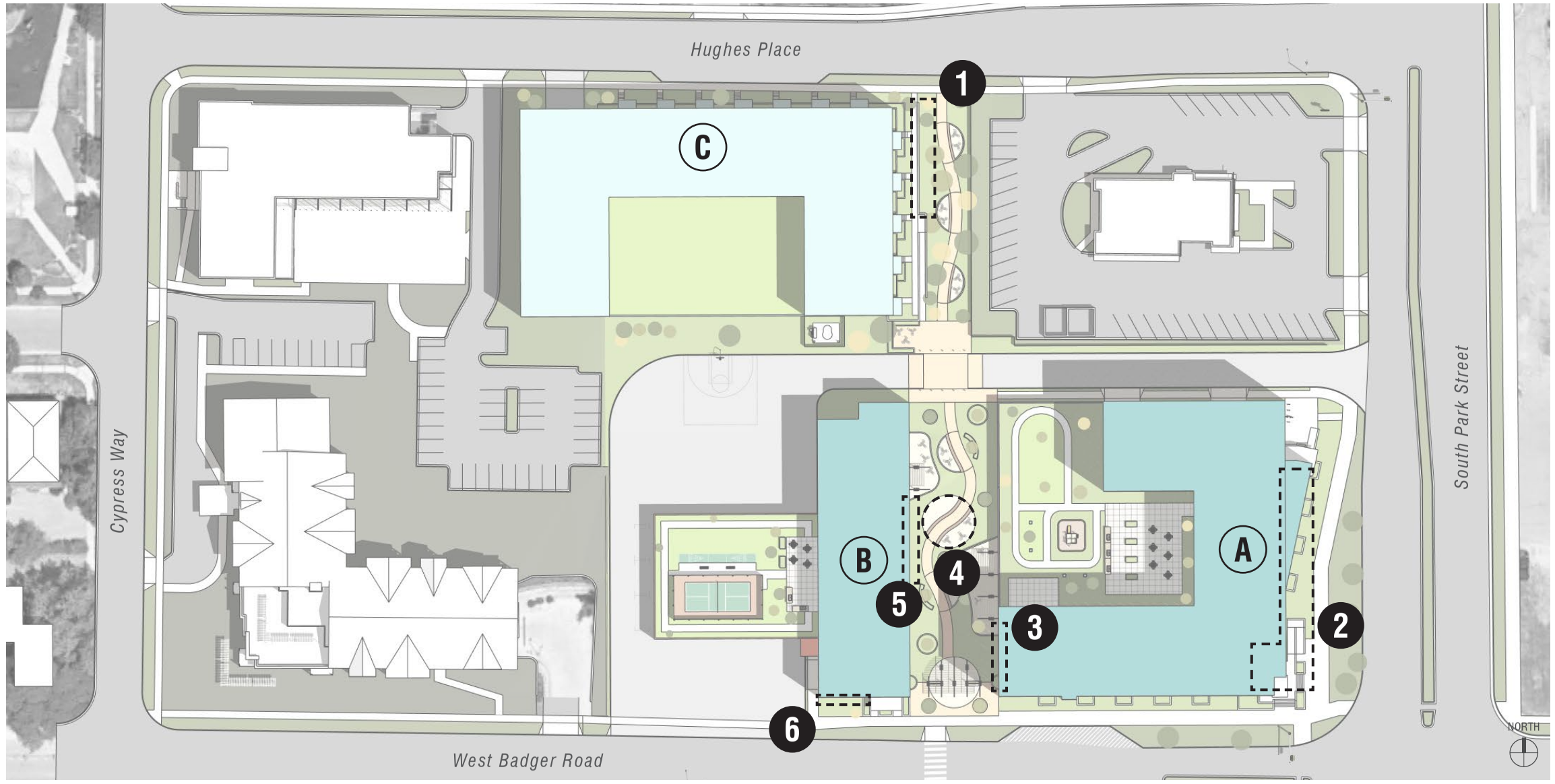

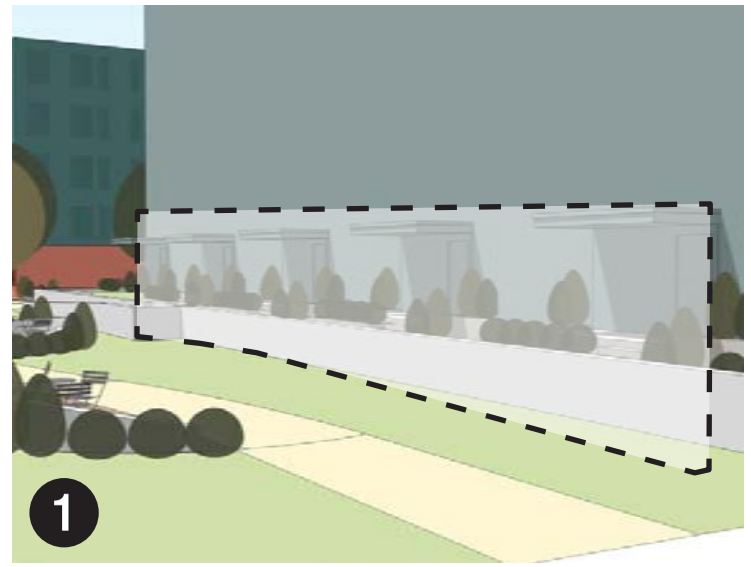

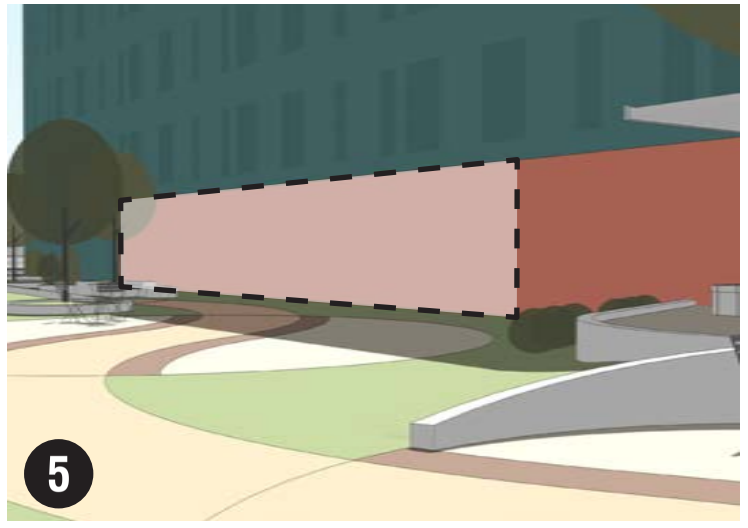

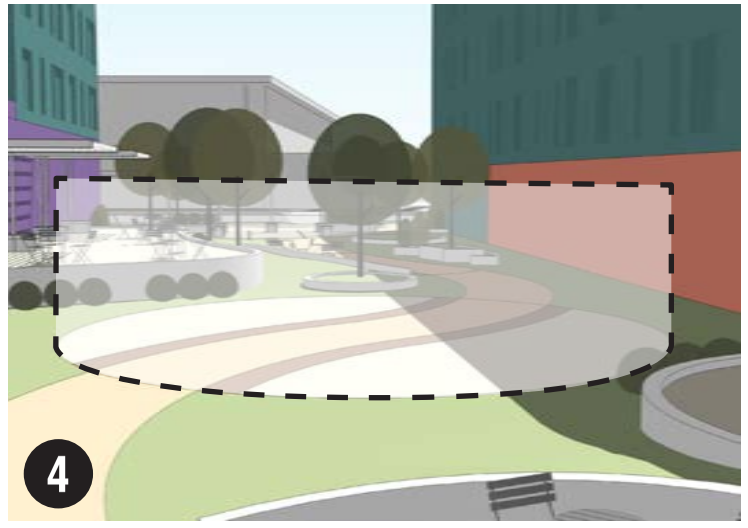

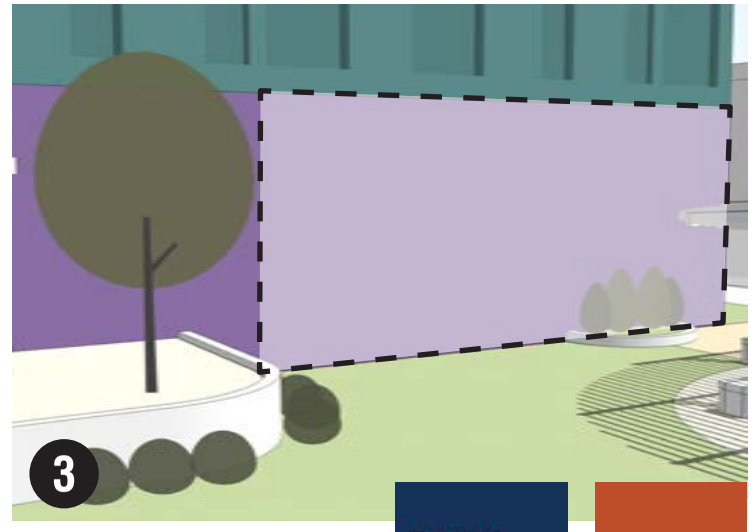

Potential Art Placement Areas

Park Badger Redevelopment - 2024.22.00

November 01, 2024

PARK BADGER REDEVELOPMENT

Potter Lawson

Success by **Design**

PAINTED MURAL

LANDMARK SCULPTURE

PAINTED MURAL

LANDMARK SCULPTURE

PAINTED MURAL

LIGHTED SCULPTURE

INTERACTIVE SCULPTURE

INTERACTIVE SCULPTURE

Art Precedents

Park Badger Redevelopment - 2024.22.00

November 01, 2024

PARK BADGER REDEVELOPMENT

Potter Lawson

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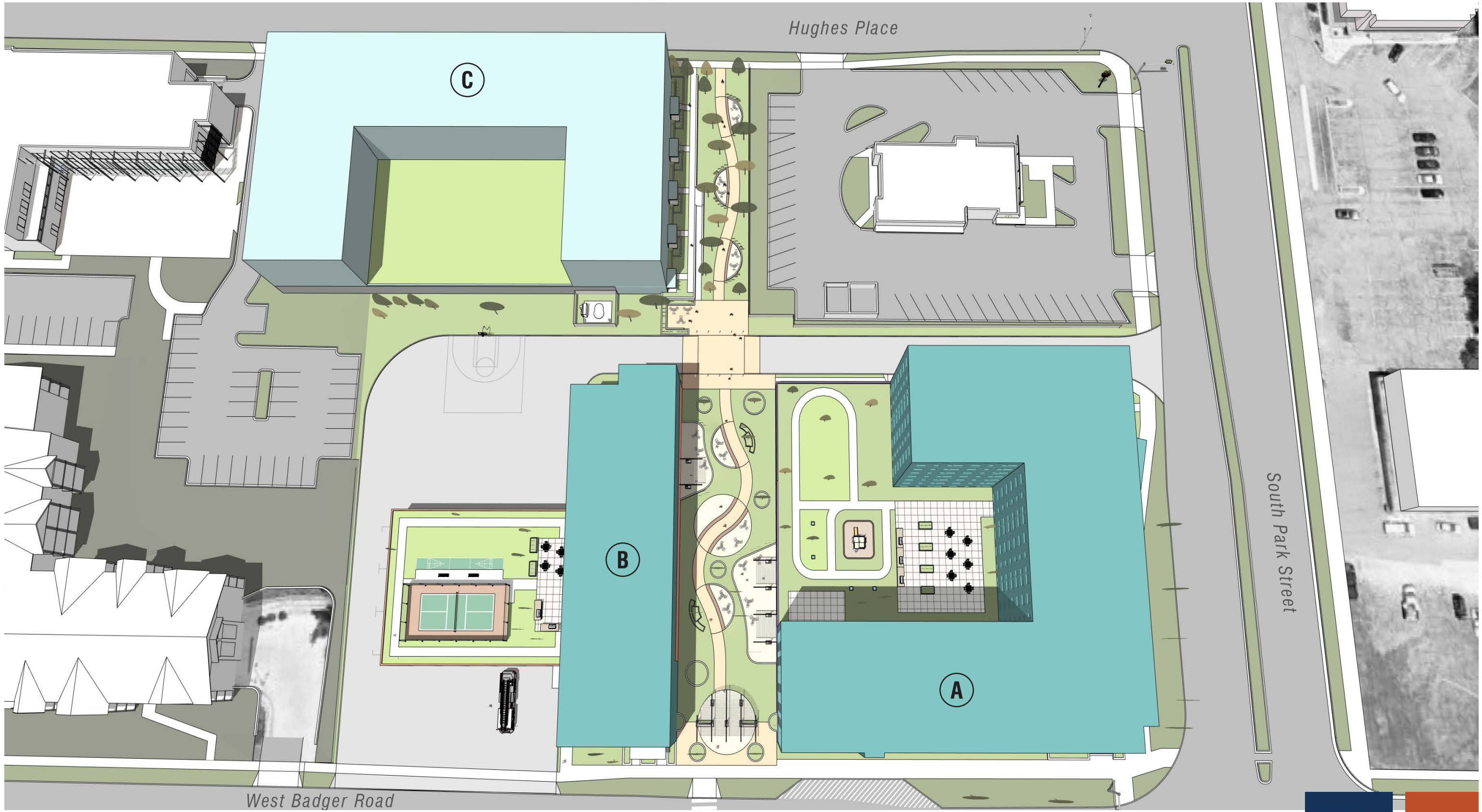


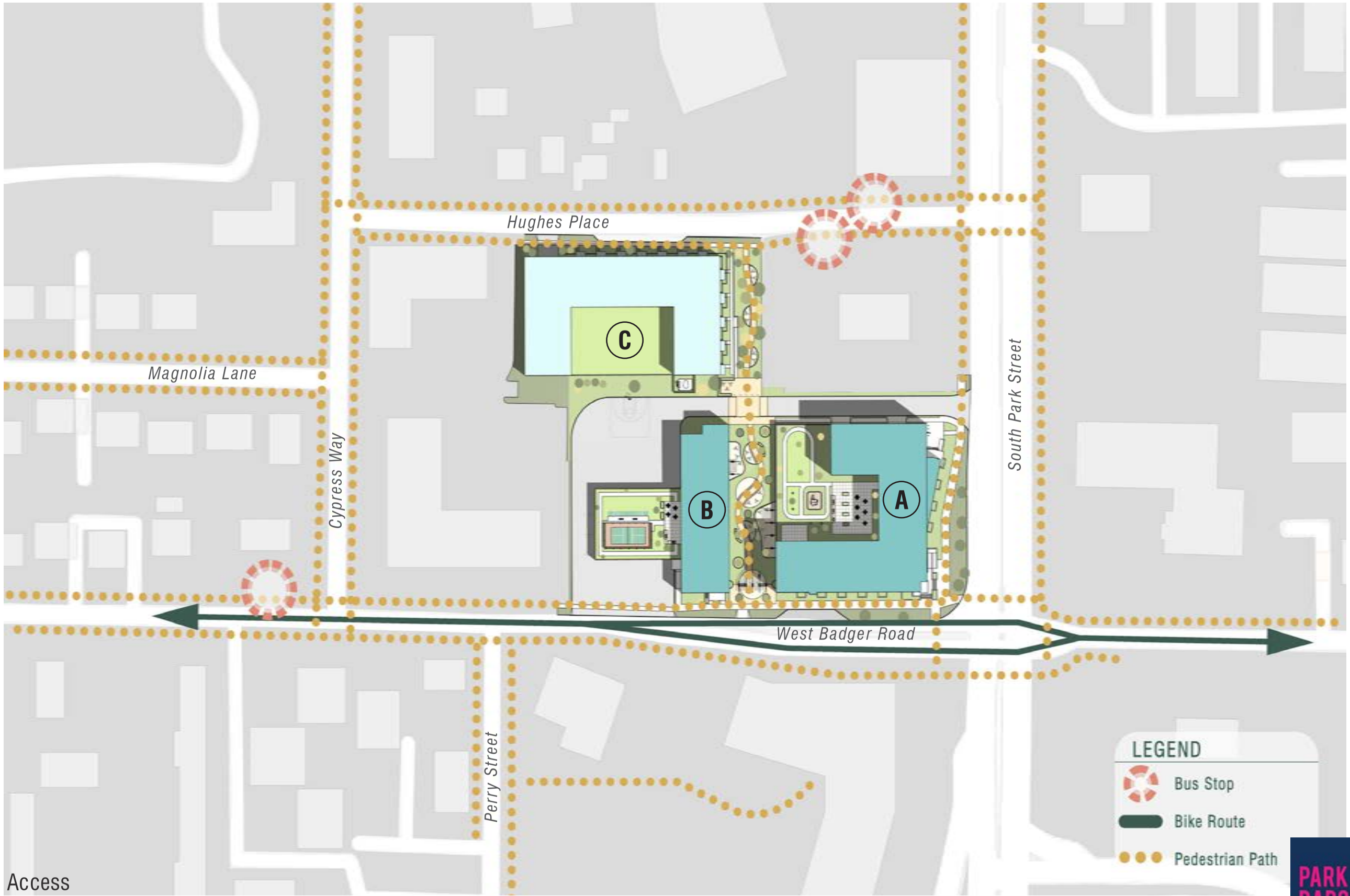
Green Space Aerial

Park Badger Redevelopment - 2024.22.00

November 01, 2024

PARK BADGER REDEVELOPMENT

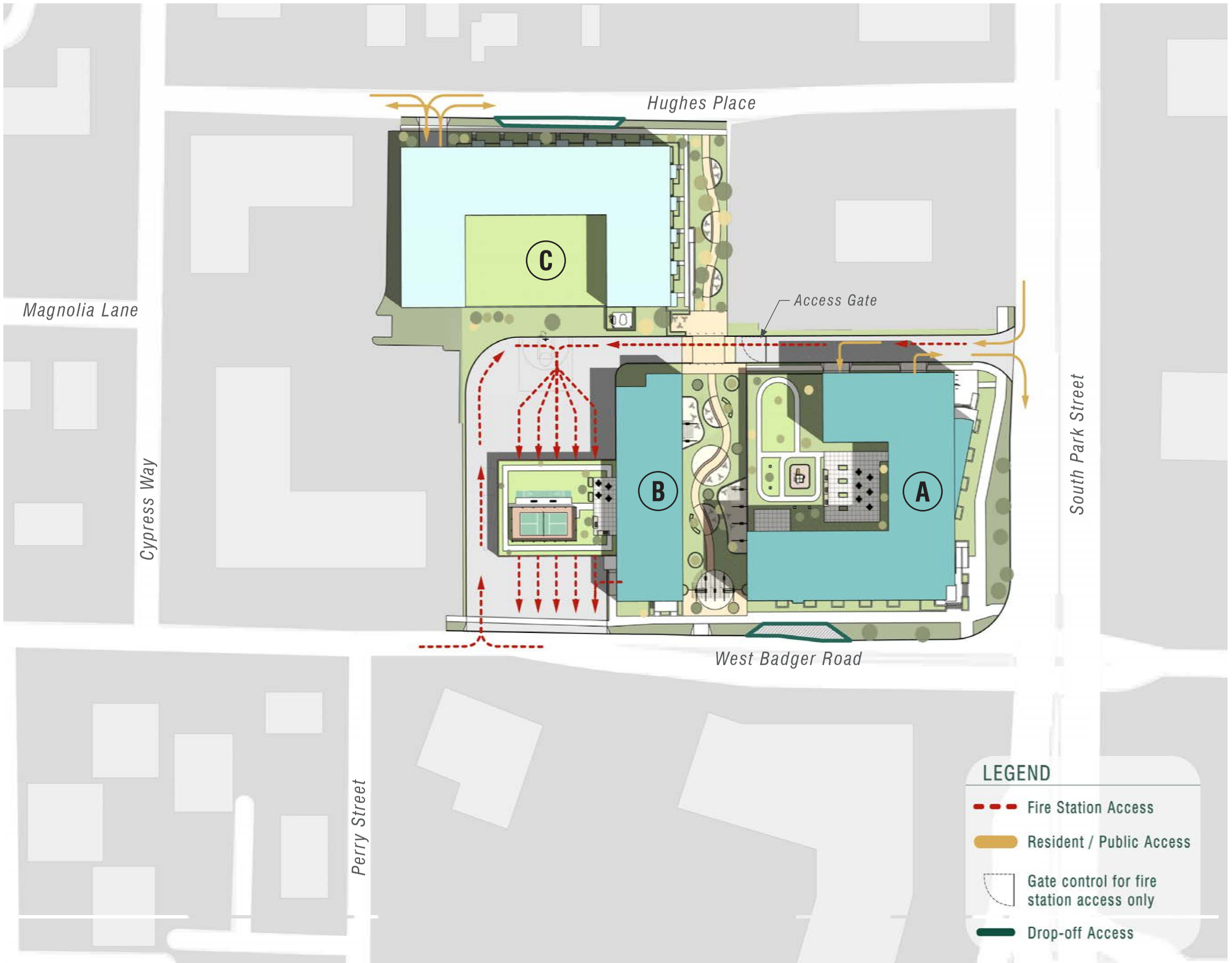
Potter Lawson
Success by **Design**



Pedestrian Site Access

Park Badger Redevelopment - 2024.22.00

November 01, 2024



Vehicular Site Access

Park Badger Redevelopment - 2024.22.00

November 01, 2024

Site Setbacks and Easements

Park Badger Redevelopment - 2024.22.00

November 01, 2024

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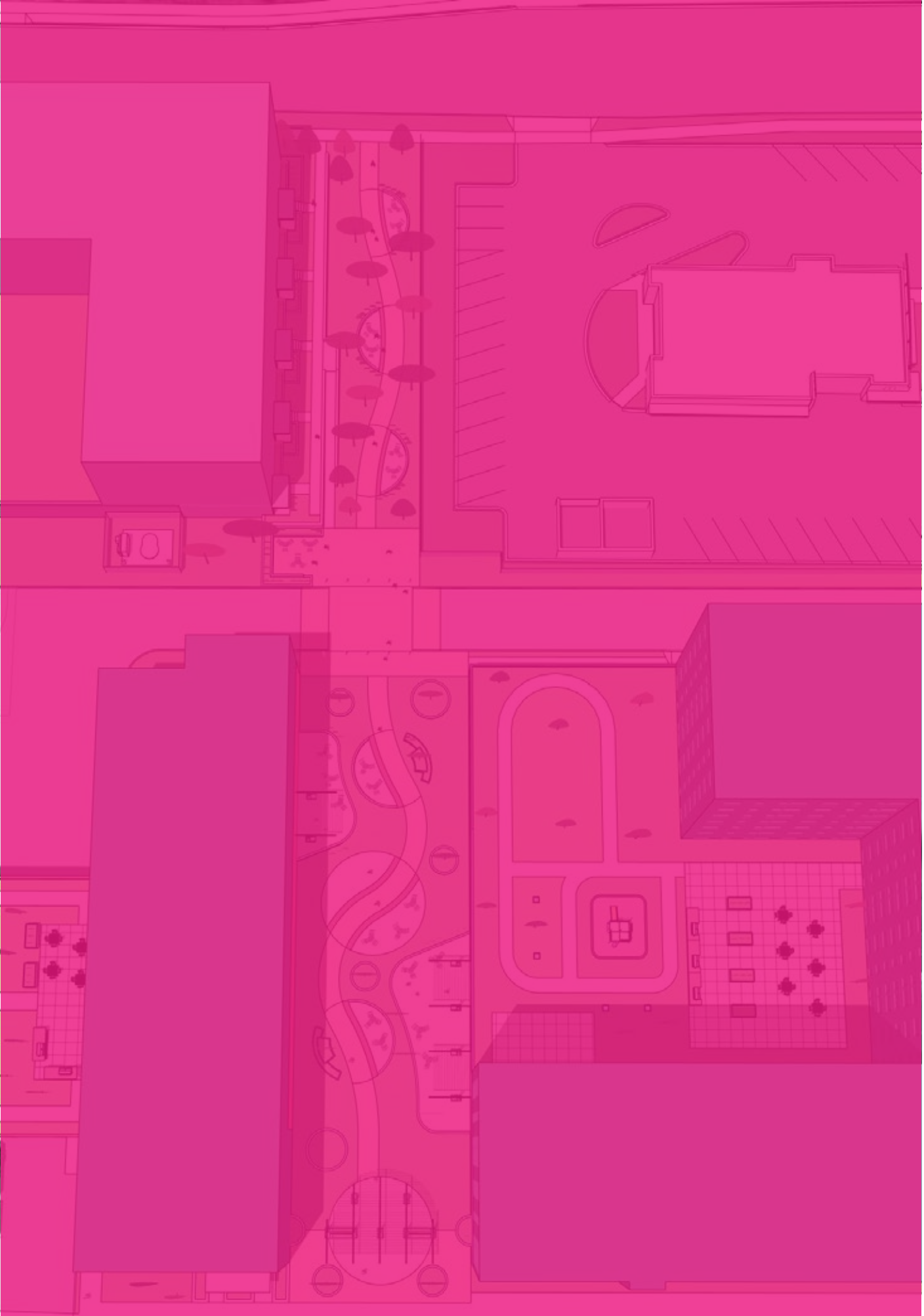
FINANCIAL FEASIBILITY



Financial Feasibility

The initial phase of the project will be financed and constructed as a single project. Funding will primarily come from a non-competitive 4% Low-Income Housing Tax Credit (LIHTC) award provided by the Wisconsin Housing and Economic Development Authority (WHEDA) and tax-exempt bonds, which represent the largest source of financing. If WHEDA issues the tax-exempt bonds, the project may also qualify for National Housing Trust Funds through WHEDA. Additional contributions will come from the City of Madison, the CDA, and Dane County to support project costs, including the construction of Fire Station 6 and the PHMDC facility. Funding sources from these entities may include general obligation borrowing, tax incremental financing, and loans from the Affordable Housing Fund.

To allow separate ownership of the fire station, the project will be structured under a condominium regime. While the core and shell of the fire station will be covered by the overall project budget, the interior build-out will follow the City of Madison's public works bidding process and will be financed independently.

To optimize tax credit eligibility, the project will be 100% affordable. Building A will offer workforce housing for individuals and smaller families, while Building B will provide senior housing. Rent levels will be set to serve households with incomes at 30%, 50%, 60%, and 70% of the area median income (AMI).

Based on HUD's 2024 rent limits, that would be $708 for one person at 30% AMI to $1,653 for one person at 70% AMI. The CDA will also provide project-based vouchers (PBVs) to the development. If the project receives more than eight PBVs, it will be subject to Davis-Bacon prevailing wage requirements, potentially unlocking additional funding opportunities.

The project team intends to apply for the 4% LIHTC award from WHEDA in May 2025, with an expected decision by late summer or early fall. Tax-exempt bonds for the project are anticipated to be applied for through WHEDA shortly after receiving the LIHTC award.

Further funding sources may be available based on the sustainability measures achieved by the project, including 45L credits and the Alternate Energy Credit (ITC). The project team is evaluating the financial and practical feasibility of these sustainability elements. As these measures are refined, eligible funding sources will be confirmed.

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IMPLEMENTATION STRATEGY

Implementation

The master planning phase for both project phases is expected to conclude in December 2024. Following completion, the project team will collaborate with the City and CDA to establish a development contract for Phase 1, which will include but is not limited to services for securing financing, obtaining government approvals and entitlements, coordinating the financial closing, and overseeing design/engineering, and construction.

In October 2024, the CDA released a Request for Proposals for Construction Manager Services. The CDA and project team will select a qualified firm to provide vital estimating and constructability studies during the design and development phase, allowing for refined cost projections to keep the project within budget.

The structures at 810 and 818 W. Badger Road are slated for demolition in spring 2025 as part of a broader city demolition effort. Demolition of the decommissioned Metro Transit site will occur just prior to the start of construction, and the Madison Police Station at 825 Hughes Place will be razed once the department relocates (anticipated in 2029 or 2030) to the former Town of Madison Town Hall site on Fish Hatchery Road.

Design development for Phase 1 will begin immediately after the master planning stage, with design plans progressing into construction documents throughout 2025. Once the design plans are underway, the project will enter the entitlements phase and is expected to go through several levels of City review, including the Urban Design Commission and Plan Commission. Community updates and engagement will continue accordingly.

As the project advances into the construction document phase, the team will work with the construction manager/general contractor to solicit bids from qualified contractors, with this stage anticipated to start late 2025 and end in early 2026. Once construction bidding is complete, the project team will finalize equity and debt financing and begin demolition of the former Metro Transit South Transfer Point at Park Street and Badger Road. Following demolition, excavation will begin for a two-level, underground parking garage beneath Buildings A and B, marking the start of construction for the project. Construction is expected to last two years and conclude in spring 2028.

To ensure the long-term vitality of the project, a qualified property management firm will be selected by the project team to manage and maintain the overall success of the project. A quality, professional property management company can effectively manage the safety, maintenance, financial stability, tenant retention, and the overall long-term asset preservation of a property. The project team has three members that perform property management services: CDA, The Alexander Company, and Captains, Inc. All would be qualified to perform these functions for the property, but at this time, a firm has not been selected.

The second phase is planned to include housing for larger households, with the potential for homeownership options. Once the first phase is operational and stabilized, the team will begin the process of design development for the second phase. The project team is dedicated to the same community outreach that it will perform during the first phase.

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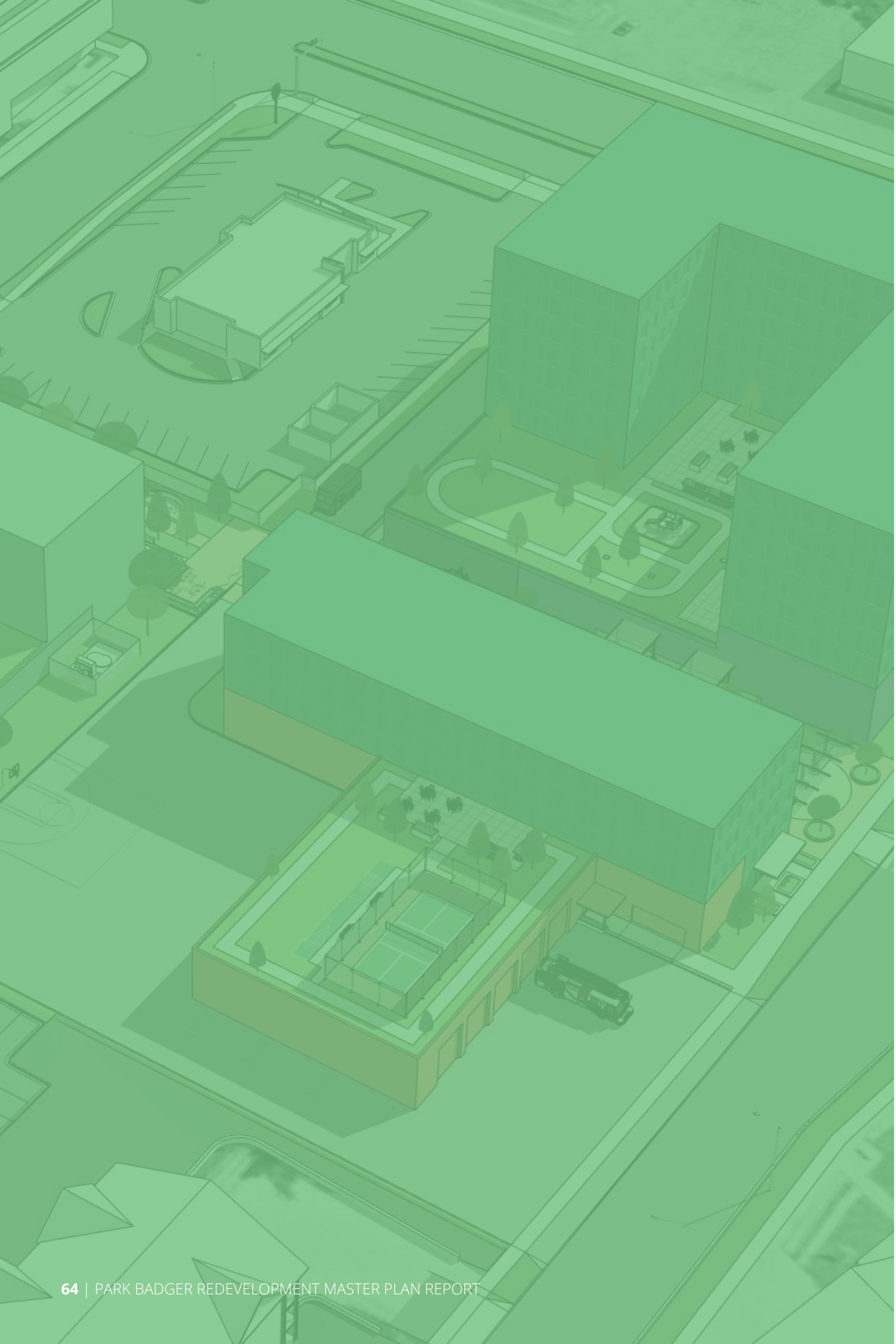
CONCLUSION



Conclusion

The City of Madison and the CDA provided a path for the Park Badger Redevelopment through a commitment to inclusive public engagement, proactive steps of land banking properties, and a shared vision for community revitalization. Through countless hours of collaboration, Madison's community stakeholders and officials have worked to envision a space that reflects the needs, aspirations, and values of its residents and the community at large. This master plan represents the culmination of these efforts, bringing together diverse voices and perspectives to chart a path forward for a vibrant, resilient community.

Over the past six months, the project team has engaged with the community to refine this vision and create a plan tailored specifically to the area's unique character and needs. Through public meetings and focused discussions, we have gathered insights that have shaped a development framework centered on inclusivity, affordability, sustainability, and long-term prosperity. This master plan is the culmination of community feedback and aligned with the City's strategic objectives to foster affordability, green space, enhanced public health, and robust services.

As we move from master planning to implementation, we remain dedicated to upholding the values and commitments forged in partnership with the CDA and the community. Together, we will bring this vision to life, creating a space that serves as a catalyst for growth and a testament to the power of collaborative planning and shared purpose.

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TEAM + STAKEHOLDER RECOGNITION

Team + Stakeholder Recognition

Project Team

The Alexander Company, Inc.
Lead Developer

Captains, Inc.
Co-Developer + Public Engagement/ Outreach Lead

New Year Investments
Consulting Developer

Potter Lawson
Master Planning + Lead Architect

OPN Architects
Fire Station Architect

Saiki Design
Landscape Architect

JSD
Civil/Site Engineer

Design Engineers
Mechanical/Electrical/Plumbing Engineer

Pierce Engineers
Structure Engineers

JP Cullen
JCP Construction
Construction Management Services

Madison Community Development Authority

Matt Wachter, Executive Director
Larry Kilmer, Deputy Director
Dan Johns, CDA Redevelopment

City of Madison

Jeff Greger, Planning Division
Jon Evans, Engineering Division
Amy Scanlon, Engineering Division
Bryan Cooper, Engineering Division

Community Development Authority Board

Alder Isadore Knox, Jr.
Alder Tag Evers
Claude Gilmore
DeWayne Gray
Gregory Reed
Madeline O'Connor
Mary Strickland

Madison Fire Department

Christopher Carbon, Fire Chief
Tim Mrowiec, Deputy Chief

Public Health Madison & Dane County

Janel Heinrich, Director of Public Health
Sarah Mattes, Interim Director of Operations
Carl Meyer, Director of Community Health
Aurielle Smith, Director of Policy, Planning and Evaluation
Kaileen Mayoh, Public Health Specialist
Melanie Jicha, Public Health Supervisor (Operations)

Engagement Spaces

Black Business Hub
Catholic Multicultural Center

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APPENDICES

TRAFFIC IMPACT ANALYSIS

DATE: October 28, 2024

FOR: Doug Hursh, AIA, LEED AP
Potter Lawson, Inc.

FROM: Tammi Czewski, P.E., PTOE
Traffic Analysis & Design, Inc.

SUBJECT: **Traffic Impact Analysis**
Park Badger Redevelopment
Madison, WI

INTRODUCTION

A four-acre block at S. Park Street and W. Badger Road (Exhibit 1) is proposed to be redeveloped to include a new Madison Fire Department station, consolidated offices for Public Health of Madison and Dane County (PHMDC), and a mix of up to 364 multi-family and senior housing residential units. Redevelopment is planned over the next several years.

This traffic impact analysis (TIA) technical memorandum was prepared to document the traffic impacts at study intersections along S. Park Street, W. Badger Road, and Hughes Place. Both existing traffic and build traffic (existing traffic plus future development traffic) was evaluated for the weekday AM and weekday PM peak hour time periods.

STUDY AREA

Study Intersections

The study area for this traffic study includes the following intersections (Exhibit 2):

- S. Park Street & Hughes Place
- S. Park Street & W. Badger Road
- S. Park Street & Buildings A & B Driveway
- Hughes Place & Building C Driveway
- W. Badger Road & Fire Station Access

The S. Park Street intersections with Hughes Place and W. Badger Road operate with traffic signal control. The proposed Badger Redevelopment access driveways to Hughes Place, S. Park

Street, and W. Badger Road will operate with stop sign control on the driveway approaches. As S. Park Street is divided with a raised median between Hughes Street and W. Badger Road, the proposed Buildings A & B driveway to S. Park Street will operate with right-in/right-out only movements. A transportation detail illustrating existing intersection lane configurations, traffic control, and approximate intersection spacing is shown in Exhibit 3.

Study Area Roadways

S. Park Street is classified as a Principal Arterial and has a north/south four-lane divided cross-section with a 25-mph speed limit in the study area. The speed limit increases to 35 mph south of W. Badger Road. S. Park Street is also designated as USH-151 and has interchange access to USH-12 and USH-14 just south of W. Badger Road. Sidewalks exist along both sides of the road in the study area. The Wisconsin Department of Transportation (WisDOT) reports a 2018 annual average daily traffic (AADT) of 26,900 vehicles per day (vpd) on S. Park Street north of Hughes Place.

W. Badger Road is classified as a Collector roadway and has an east/west two-lane mostly undivided cross-section with a 30-mph speed limit in the study area. Sidewalks exist along both sides of the road in the study area. WisDOT AADT data is not provided on W. Badger Road.

Hughes Place is classified as a local roadway and has an east/west two-lane undivided cross-section with a 25-mph speed limit. Sidewalks exist along both sides of the road in the study area. WisDOT AADT data is not provided on W. Badger Road.

Alternative Modes of Transportation

The City of Madison operates several bus routes that travel along S. Park Street and W. Badger Road in the study area, with stops at the existing transfer station in the northwest corner of S. Park Street and W. Badger Road. This transfer station will be removed with the Park Badger redevelopment plans.

A new Bus Rapid Transit (BRT) route (Route B) also travels through the study area with a stop at the existing transfer station. The BRT system features larger capacity buses, faster fare systems, bus-only traffic lanes and more to move riders more quickly and efficiently through the community. Early preliminary city plans for the BRT route include new stations on Hughes Place and the removal of the northbound and southbound shoulder/lanes to make room for bus-only lanes. Although subject to change, these plans also show the conversion of the eastbound approach to the S. Park Street/W. Badger Road intersection from dual left turn lanes to a single left-turn lane. These early preliminary changes are shown in Exhibit 4 and included in as the base geometrics in the Build traffic analyses in this report.

PROPOSED DEVELOPMENT

The general conceptual site plan for the proposed Park Badger redevelopment is shown on Exhibit 5. Building A is proposed to include 184 multi-family housing units and up to 37,000 square feet for the PHMDC (public health clinic, labs, and offices). Building B is proposed to include 60 senior housing units and a 27,000-square foot fire station. Building C will be constructed in the future and could include an additional 120 multi-family housing units.

Buildings A and C will have underground parking garages. Both Buildings A and B will utilize the parking garage in Building A, which has right-in/right-out access to S. Park Street. Building C will have garage access to Hughes Place, and the fire station will have a few visitor lots near

Building B with access to W. Badger Road only for these visitors, fire station vehicles, and maintenance vehicles.

PEAK HOUR TRAFFIC VOLUMES

Data Collection/Existing Traffic Volumes

Traffic counts were collected at the S. Park Street intersections with Hughes Place and W. Badger Road on October 9 and 10, 2024. Traffic counts were collected on weekdays from 6:00-9:00 a.m. and 3:00-6:00 p.m. These counts were compiled for the AM peak hour (7:15-8:15 a.m.) and PM peak hour (4:15-5:15 p.m.). The peak hour volumes were balanced between intersections as shown on Exhibit 6. The traffic counts are in Appendix A.

Park Badger Redevelopment Trips

Trip Generation

The trip generation for the Park Badger redevelopment land uses were estimated from trip rates and fitted curve equations from the ITE *Trip Generation Manual, 11th Edition*. The use of rates or fitted curve equations was based on procedures from the ITE *Trip Generation Handbook, 3rd Edition.*

Based on ITE, full buildout of the Park Badger redevelopment site generates 3,110 trips during the weekday, with 235 trips in the AM peak hour and 280 trips in the PM peak hour. According to the City of Madison, 30% of the site trips can be discounted for metro bus or BRT ridership. After these reductions, new trips are 2,860 during the weekday, with 165 in the AM peak hour and 195 trips in the PM peak hour. The trip generation table for the Park Badger redevelopment is on Exhibit 7.

Trip Distribution

The distribution of new trips was based on existing traffic patterns through the greater study area, with adjustments based on the proximity to other major roadways (e.g. Fish Hatchery Road to the west), interchanges (e.g. USH 14/18/12/151 interchange south of W. Badger Road) and population centers (e.g. downtown Madison to the north). The trip distribution developed for this study is listed below and also shown below the trip generation tables on Exhibit 7.

- 5% to/from the west on Hughes Place/north on Cypress Way
- 20% to/from the west on W. Badger Road
- 5% to/from the east on W. Badger Road
- 30% to/from the north on S. Park Street
- 40% to/from the south on S. Park Street

The new trips were assigned to the study intersections based on the above trip distribution. Due to the raised median that restricts the Buildings A & B driveway to S. Park Street to right-in/right-out only access, entering or exiting traffic was routed as follows:

- Traffic entering from the south was assigned to either U-turn at the S. Park Street/Ridgewood Way intersection (U-turns are not allowed at closer adjacent intersections) or to travel “around the block” via W. Badger Road, Cypress Way, Hughes Street, and S. Park Street.
- Traffic exiting to the north were assigned to travel around the block via S. Park Street, W. Badger Road, Cypress Way, Hughes Street, and S. Park Street.

These assumptions were assumed to result in a more conservative peak hour traffic assignment and analysis. Once constructed, some traffic may instead choose to approach or leave the site via other routes to avoid recirculating in the study area. The peak hour assignment of new trips is on Exhibit 8.

Build Traffic Volumes

The Park Badger redevelopment new trips (Exhibit 8) were added to the Existing Traffic Volumes (Exhibit 6) to generate the Build Traffic Volumes. The Build Traffic Volumes are shown on Exhibit 9.

PEAK HOUR TRAFFIC OPERATIONS & QUEUES

Definition of LOS

The study intersections were analyzed using the Synchro 12 traffic analysis model (outputs based on the Highway Capacity Manual, 7th Edition) and the peak hour turning movement volumes developed for each intersection. The existing conditions analysis was completed with the existing lane geometrics, traffic control types, and traffic signal timings for the study intersections. The build conditions analysis was completed with the early preliminary changes proposed for the BRT.

Intersection operation is defined by "level of service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F'. For the purposes of this study, LOS D or better was used to define acceptable peak hour operating conditions. The descriptions of each LOS are in the table below.

LOS Descriptions

LOS	Signalized Intersections Control Delay/Vehicle (sec/veh)	Unsignalized Intersections Avg. Control Delay (sec/veh)	Relative Delay
A	≤10	≤10	Short Delays
	Free-flow traffic operations at avearge travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections.		
B	> 10 - 20	> 10 - 15	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	> 20 - 35	> 15 - 25	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	> 35 - 55	> 25 - 35	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression, and adverse timing.		
E	> 55 - 80	> 35 - 50	
	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010

Traffic Operations

The peak hour traffic operations with the existing and build traffic volumes are listed below. The list also indicates the Appendix location for the corresponding Synchro analysis files.

- Exhibit 10 (Appendix B): Existing Traffic Capacity/LOS Analysis
- Exhibit 11 (Appendix C): Build Traffic Capacity/LOS Analysis

With the existing (no development) and build (Park Badger redevelopment) traffic volumes, all movements at the study intersections operate acceptably at LOS D or better during the weekday AM and PM peak hour time periods.

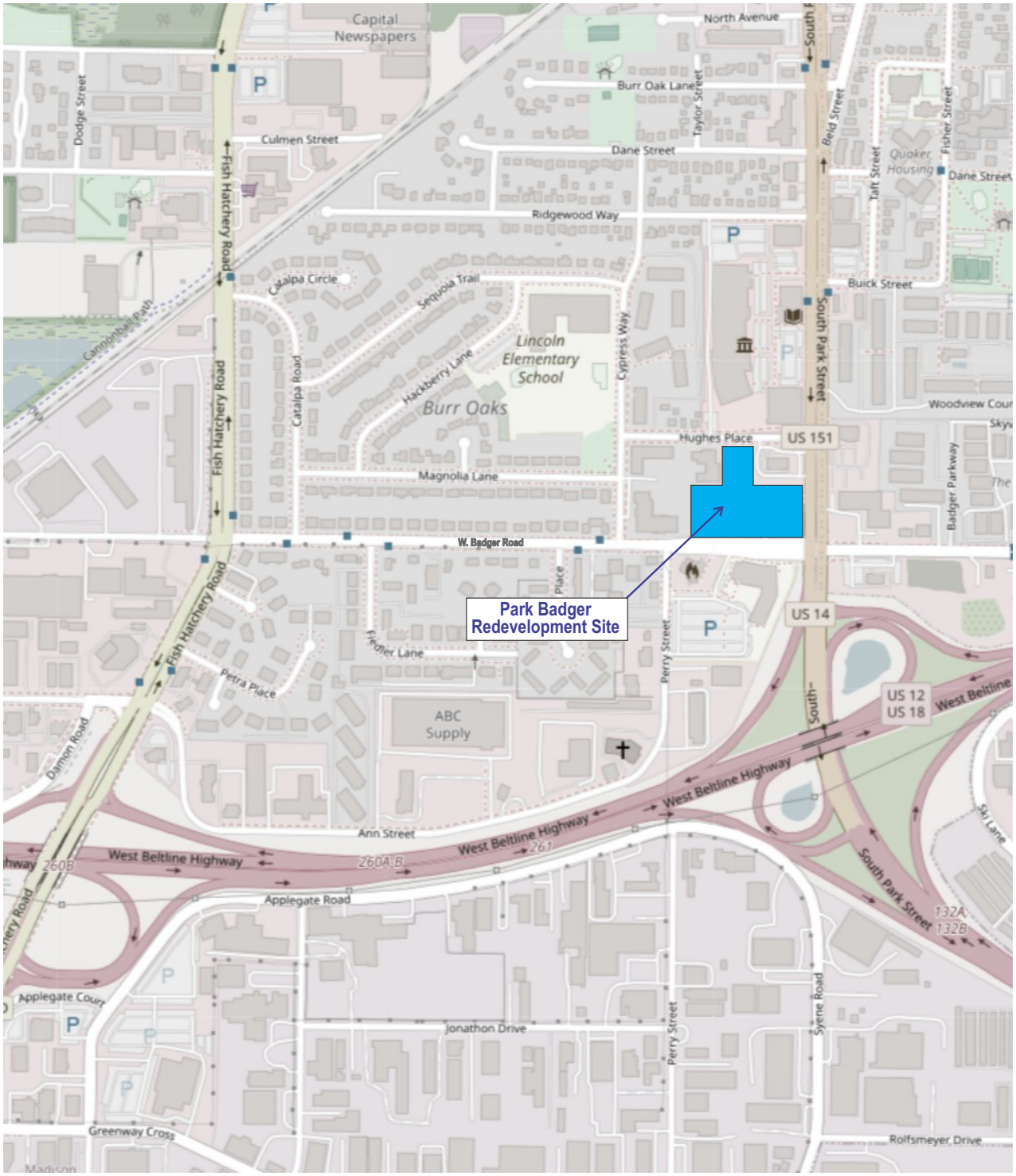
RECOMMENDATIONS/CONCLUSIONS

Recommended modifications are for jurisdictional consideration and are not legally binding. The City of Madison reserves the right to determine alternative solutions.

With the preliminary roadway changes for the BRT system, plus additional traffic from the Park Badger redevelopment, all study intersections operate acceptably at LOS D or better during the peak hours. Therefore, no additional changes are recommended for the study area. The geometrics and traffic control recommended for the proposed Park Badger redevelopment driveways to Hughes Place, S. Park Street, and W. Badger Road are:

- Buildings A & B driveway to S. Park Street: Construct the driveway as shown on the site plan with right-in/right-out only access to S. Park Street. Construct the eastbound driveway approach with a single right-turn lane and stop sign control.
- Building C driveway to Hughes Place: Construct the driveway as shown on the site plan with full access to Hughes Place. Construct the northbound driveway approach with a single shared left-turn/right-turn lane and stop sign control.
- Fire Station access to W. Badger Road: Construct the access as shown on the site plan with full access to W. Badger Road. Construct the southbound driveway approach with a single shared left-turn/right-turn lane and stop sign control.

Note: To condense the size of this report the full traffic study was not included, but remains available upon request.



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
#3359 - 10/28/24

N
NOT TO SCALE

EXHIBIT 1
SITE LOCATION MAP

PARK BADGER REDEVELOPMENT TIA - MADISON, WISCONSIN

Public Health Madison & Dane County

Introduction

Potter Lawson collaborated with the City of Madison and the Public Health Madison & Dane County (PHMDC) team to create a space needs assessment and test fit floor plan as part of the Park Badger Redevelopment project. Potter Lawson toured existing facilities, conducted an online survey of key PHMDC staff, and worked closely with the PHMDC Executive Team to develop a plan to consolidate the majority of PHMDC operations under one roof.

Visioning

Through multiple meetings, several important themes emerged:

- Bringing multiple departments together into a single space.
- Improved internal efficiencies, collaboration, and communication.
- Enhancing departmental effectiveness for the community.
- Promoting community activity and engagement.

Program Development

The original RFP from PHMDC provided a preliminary scope for the project, recommending approximately 30,000 square feet for community space, multiple department offices, an environmental lab, and clinic areas. Potter Lawson created an online survey for PHMDC stakeholders to further define the specific space needs of each department. Using this information, Potter Lawson conducted a tour of existing facilities and held multiple meetings with PHMDC stakeholders to create a preliminary space needs assessment for the new PHMDC space.

This more in-depth review refined the preliminary scope to include all specific programmatic elements necessary for the physical planning phase of the project.

PHMDC employs a hybrid work model, allowing both in-office and virtual work based on individual departments and specific roles (73% of surveyed stakeholders have a blend of in-office and virtual work). Each department developed a shared workstation strategy for hybrid workers who may only come into the office a few days a week; these workstations are designed as HS stations in the program. Most offices for department managers will also be shared. Program items from the original RFP to the actual test fit were tracked throughout the process.

Key items include:

- The PHMDC tenant buildout has a total gross need of approximately 33,500 square feet.
- PHMDC requires approximately 20 dedicated visitor parking stalls, with additional visitor parking available in the existing public parking structure on Hughes Place.
- PHMDC needs access to approximately 118 parking stalls for staff use, a portion of which can be shared with the residential component of the Master Plan.
- PHMDC plans for 129 workstations/ offices for an anticipated 199 staff, with 76% of the workstations designated as hoteling stations.

Public Health
MADISON & DANE COUNTY
Healthy people. Healthy places.

Public Health Madison & Dane County

Space Requirement Summary

Summary

11/1/2024		Existing 2024		2026 @ SOUTH		2028 @ SOUTH		
Program Division - SOUTH	Location	Staff Totals	Space Totals	Staff Totals	Space Totals	Staff Totals	Space Totals	Comments: Adjacencies
Exec Team, Epidemiology & Data Science	CCB	9	993	0	0	0	0	*Staying @ CCB*
Community Health Division	SOUTH	135	23,980	117	12,561	120	12,683	
Operations Division	CCB/ SOUTH	32	5,622	12	685	12	685	
Policy, Planning & Evaluation Division	CCB/ SOUTH/ EWO	39	4,703	17	1,231	17	1,301	
Environmental Health Division	SOUTH	48	8,286	50	5,201	50	5,201	
Common Areas & Support		0	2,620	0	8,071	0	8,071	*Increase from Community Space and Large Gathering Spaces*
Staff Totals		**263**		**196**		**199**		Overall Staff Count for PHMDC
Space Totals						**129**		Spaces @ South for Staff use (see chart below)
Total Net Space			**46,203**		**27,749**		**27,940**	
Total w/ Grossing Factor				1.20	**33,298**	1.20	**33,528**	Assuming geothermal, No exterior Wall

Public Health Madison & Dane County

Planning

Provided with a complete list of departmental spaces, Potter Lawson engaged in a collaborative design process to produce several concept layouts. Using cutouts for each departmental space, the design team worked with PHMDC stakeholders to physically layout their optimal adjacencies in a "Puzzle Play" activity (see Puzzle Play on page 86). The team was able to define critical adjacencies, general space layout, secure area delineations, storage and circulation efficiencies, and gain a comprehensive understanding of the project scope. Based on this collaborative effort, Potter Lawson refined three conceptual layouts, which were presented to the City and PHMDC team for discussion and feedback. Parking and entry points are dictated by the overall master plan, so each concept focused on the relationship between the PHMDC clinic space, Lab location, community space, and the site.

Key items identified during the planning process include:

- PHMDC will need a vehicle loading stall adjacent to the staff entry for loading outreach materials and transporting field samples for the lab.
- A separate staff entry is required.
- The lobby will be separated from the clinic areas by a controlled entry point.
- PHMDC reception needs visual control of the meeting room entry points; after-hours access to the meeting rooms should not provide entry to the main reception area.
- The meeting rooms will serve as conference space for PHMDC, improving overall space efficiency.
- The Clinic access to the reception is a critical adjacency.
- Definition of the secure area.

Test Fit Floor Plan

Working with PHMDC stakeholders, Potter Lawson refined elements of the three conceptual layouts into the current test fit (see First and Second Floor Test Fit on pages 84-85).

Key design components of the test fit include:

- The PHMDC main entry offers good visibility from Park St. and immediate access from visitor parking.
- Reception provides clear visual control of the main entrance, waiting areas, check-in, and community room entrances.
- Meeting rooms on the east side of the building offer excellent visibility along Park Street.
- Meeting rooms have direct access from the building vestibule for after-hours use, secured from PHMDC space.
- Clinic rooms are directly accessible from the reception area, behind controlled entry points.
- Occupied office and lab spaces have direct access to/views of greenspace.
- Second-floor office space has access to daylight and views from all occupied areas.
- The second-floor breakroom has access to an exterior rooftop terrace.
- Storage is consolidated in an internal location for efficiency, with access to both clinic and lab spaces.
- Staff using the below-grade parking can enter directly into the secure portion of the plan.
- Storage and outreach areas have direct access to a loading area via a designated staff entry

Potter Lawson
Success by Design

- CIRCULATION
- CLINIC
- CONFERENCING
- LAB
- OFFICE
- SUPPORT

*** THIS PLAN IS FOR PROGRAM VERFICATION PLANNING ONLY. DIVISION LOCATIONS ARE NOT FINALIZED.

Public Health Madison & Dane County

LEED Narrative

The project is targeting LEED v4.0 Silver under Interior Design and Construction and is currently tracking 55 credits, with an additional 34 possible credits pending further analysis.

LEED Silver requires a minimum of 50 points. Of the 55 attainable points, certain credit pools are critical for successfully achieving LEED Silver. Enhanced Commissioning, part of the Energy and Atmosphere category, will require additional commissioning practices that tie into water, energy, indoor environmental quality (IEQ), and durability for a total of 5 points, which includes a Regional Priority Credit. Additionally, the Indoor Water Usage credit targets 6 points, necessitating a 35% reduction in water use beyond the initial 20% required by the Water Efficiency prerequisite. Lastly, the Optimized Energy Performance credit aims for a 10% reduction in overall energy usage for 14 points, also accounting for a Regional Priority Credit, making it a critical component for achieving LEED Silver.

Other credits that may contribute, pending further study, include Renewable Energy Production (2 points), Acoustic Performance (2 points), and critically, the Materials and Resources (MR) category, totaling 7 points. Due to the extensive Environmental Product Declaration requirements and total point value for MR, this category is crucial for the current targeted LEED path.

Code Statement

The PHMDC buildout will be a separate mixed-use facility. Occupancies will include:

- Business (B) for office, clinic, and laboratory spaces
- Storage (S1) for storage areas greater than accessory occupancies
- Assembly (A3) for meeting rooms

Fire separations will meet current IBC requirements. One-hour fire barrier separations are anticipated for the meeting room and elevator equipment room. Hazardous and flammable materials associated with lab uses will be stored in flammable cabinets and will not require additional fire ratings.

Structural Design

The PHMDC buildout is not anticipated to require anything beyond typical structural design loads. Specific equipment in the environmental laboratories will be reviewed for vibration sensitivity.

Security

Video surveillance will be provided at PHMDC entry points. Card readers will also be installed at perimeter doors and user-selected interior doors within the suite. Common stairs between PHMDC and residential occupancies will have card readers at each level for secure access.

MEP Systems

Normal power for PHMDC will be served from a dedicated 750kVA transformer, with a distribution panel and panelboards located near the areas they serve. Optional standby backup power will be distributed throughout the space via a dedicated transfer switch and distribution panel connected to the campus generator.

The space will feature LED lighting and modern lighting controls with occupancy sensors throughout. Lobby areas will include specialty architectural lighting, while laboratory areas will have recessed 2'x4' lighting with higher light levels to support research and analysis activities.

Connectivity to data will be provided via a dedicated telecom room in the PHMDC space. Fiber from the campus-wide network will connect to this data room. Hardwired data devices and wireless access points will be installed throughout the facility.

Fire alarm annunciation and fire detection devices will be installed throughout the area, with smoke detectors in corridors and unoccupied spaces and heat detectors in laboratory areas.

The PHMDC tenant fit out will be part of a central mechanical system serving the entire building. The central system is based on a Geothermal system that includes water source pumps, chilled and hot water pumps, and modular chillers.

PHMDC will have two air handling units (20,000 cfm each), serving the clinic, office space and Lab (including a small BSL2 space). The system will have energy recovery units with an energy wheel and energy recovery coil (20,000 cfm each).

- CIRCULATION
- CLINIC
- CONFERENCING
- LAB
- OFFICE
- SUPPORT

*** THIS PLAN IS FOR PROGRAM VERFICATION PLANNING ONLY. DIVISION LOCATIONS ARE NOT FINALIZED.

MASTER PLAN TOTALS:

OFFICE - FIRST FLOOR:

Office (Exec)	: 0
Office	: 5
Workstations	: 33
STAFF SPACES:	***29***

OFFICE - SECOND FLOOR:

Office (Exec)	: 3
Office	: 11
Workstation	: 77
STAFF SPACES:	***91***

OFFICE - TOTALS:

Office (Exec)	: 3
Office	: 16
Workstation	:112
TOTAL STAFF SPACES:	***129***

PHMDC - TEST FIT - MASTER PLAN - FIRST FLOOR

PHMDC - Badger Rd & Park Street - 2024.22.01

11.01.2024

0' 10' 20'

N

Potter Lawson
Success by Design

- CIRCULATION
- CONFERENCING
- OFFICE
- SUPPORT

*** THIS PLAN IS FOR PROGRAM VERFICATION PLANNING ONLY. DIVISION LOCATIONS ARE NOT FINALIZED

MASTER PLAN TOTALS:

OFFICE - FIRST FLOOR:

Office (Exec)	: 0
Office	: 5
Workstations	: 33
STAFF SPACES:	***29***

OFFICE - SECOND FLOOR:

Office (Exec)	: 3
Office	: 11
Workstation	: 77
STAFF SPACES:	***91***

OFFICE - TOTALS:

Office (Exec)	: 3
Office	: 16
Workstation	:112
TOTAL STAFF SPACES:	***129***

PHMDC - TEST FIT - MASTER PLAN - SECOND FLOOR

PHMDC - Badger Rd & Park Street - 2024.22.01

11.01.2024

0' 10' 20' N

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PHMDC - PUZZLE PLAY - DIAGRAM V3 (REVISED)

PHMDC - Badger Rd & Park Street - 2024.22.01

09.27.2024

Potter Lawson
Success by Design

C:\Users\JeffK\Documents\2024.22.01 PHMDC - PROGRAMMING_jeffkWDYGU.rvt

Park Badger Redevelopment, PHMDC Clinic
Project No. 2024.22.01
Architectural Systems Summary

B. Shell

B1010 Superstructure

Structure, roof and exterior walls are part of the core and shell building documents.

B1080 Stairs

Cast-in-Place concrete pan stairs with steel structure and standard tube rails and guards. Rubber treads with abrasive edge inserts.

Steel Finish: 1 coat Pro-Cyrl Universal Metal Primer B66-310 Series, 2 coats ProClassic Interior Waterbased Acrylic-Alkyd Semi-Gloss B34W850 Series.

C. Interiors

C1010.01 Partitions

Non-structural metal framing, 5/8" Type X Gypsum, acoustical insulation, built to structure above, with acoustical sealant on all edges. Minimum STC of 50 at all treatment and consultation rooms. High-build primer stipple texture, No- VOC latex paint, Sherwin Williams; ProMar 200.

C1010.02 Ceilings

Bathrooms: Gypsum board ceilings.

Lab spaces: Scrubable, USG; Clean Room Acoustical Panels, 24x24, 9/16" grid.

All Other Areas: Acoustical Ceiling Tile, USG, Mars High-NRC Acoustical Panels, 24x24, 9/16" grid, with incidental gypsum board ceilings.

C1010.03 Floor Finishes

First Floor/Clinical Areas: Welded sheet vinyl, 4-inch rubber base.

First Floor/Community Spaces: Carpet tile, 4-inch rubber base.

First Floor/Vestibule: Walkoff Carpet.

First Floor/Lab Spaces: Epoxy flooring. Sika; SikaFloor Decodur Quartz FX quartz effects system, with integral base.

Second Floor/Office Areas: Carpet Tile, 4-inch rubber base.

C1030 Interior Doors

Painted hollow metal frames

5-ply wood veneered doors.

Commercial mortise hardware.

C1090.25 Toilet Compartments

Phenolic toilet compartments with zero-sightline hinges, strikes and panel joints. ASI Global Partitions; Black Core Phenolic.

C1090.40 Toilet Accessories

Stainless Steel bath accessories. ASI; Roval Collection.

Hand driers: Excel Dryer, Inc; XLERATOR Hand Dryer.

D. Services

D1010.10 Elevators

Machine Room-Less Traction Elevator: Kone; Monospace 300 DX, 2,500 lb, 150 FPM, 4 landings. Stainless interior with integral lighting. Walkoff carpet tile floor.

D2040.03 Extinguishers

20 lb. ABC Fire Extinguishers with semi-recessed fire extinguisher cabinets.

E. Equipment and Furnishings

E1040.20 Healthcare Equipment

Specimen Pass-Thru Cabinet: Bradley 9813 Series or equivalent, with interlock privacy mechanism.

E2010.30 Casework

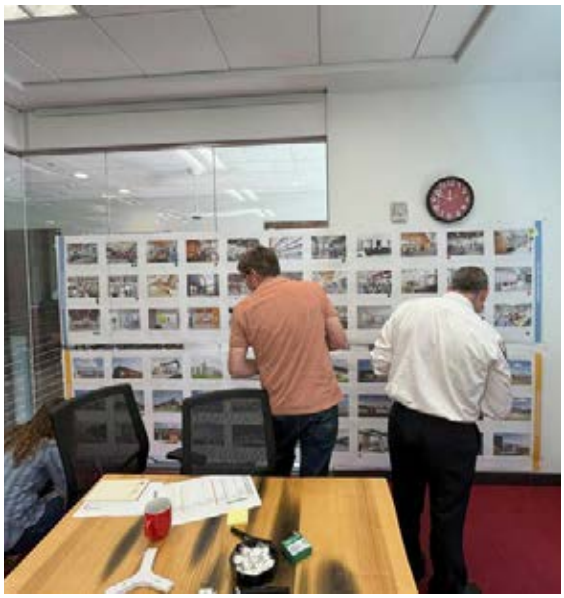
Clinic/Reception/Employee Area Casework: Custom Plastic Laminate clad casework with Resinous Solid Surface Tops.

Laboratory Spaces: Steel lab Casework, Kewaunee Scientific; Overlay-Square Edge casework, with Epoxy tops, Durcon; Durcon Classic Top.

Madison Fire Station 6

Introduction

As part of the Park Badger Redevelopment team, OPN Architects led the City of Madison and Madison Fire Department to reimagine the previous Fire Station 6 Remodel project into a new multi-phase housing and public service development. The current Fire Station 6 at 825 West Badger Road will go offline and a new station will be part of Phase 1 within the new development across the street between West Badger Road and Hughes Place along South Park Street. The Fire Department is a critical requirement of the development and has been communicated as the number one priority for the City of Madison. OPN Architects sought to identify the team's goals, priorities, site, and building requirements to assist the development team with adequate information to appropriately plan for and budget the fire station needs.



Visioning

Through a series of visioning and planning meetings, OPN Architects sought to understand the department's needs, future growth, and changes since the previously planned Fire Station 6 Remodel in 2021. No longer simply a remodel, this project will allow the department to think bigger about how they want their department to operate now and into the future. Aesthetic dot exercises were conducted to help identify the quality and feeling of the new station and aspirational questionnaires were discussed.

The following needs were identified as opportunities to be addressed within the new development:

1. There is an opportunity to spread out and dream bigger as the department is no longer confined to the restraints of an existing building and limiting site.
2. Incorporate trauma-informed design and respond to PTSD within the design.
3. Prioritize decontamination and robust air filtration throughout the facility.
4. Incorporate permanent space for the new CARES program to be embedded within the fire station.

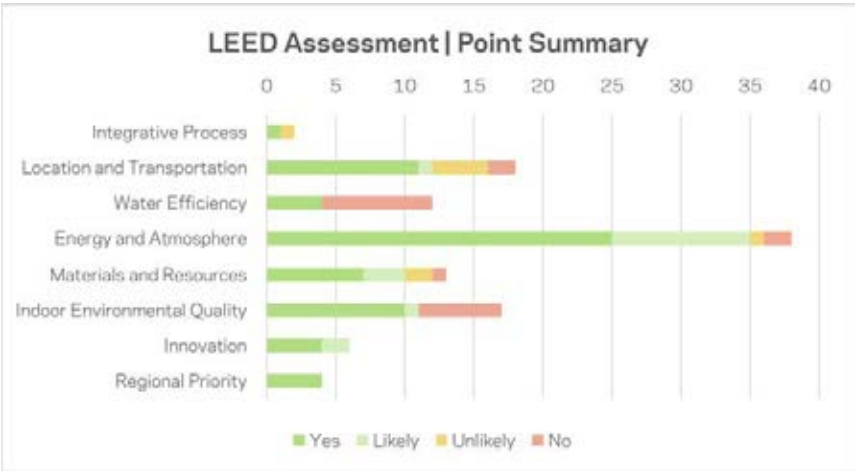
There is no denying the Fire Department's amazing influence and impact on the community. Through discussion, goals were established as guiding principles for the project moving forward.
Project Goals:

1. Create a comfortable, fire fighter-centric space
2. Enhance opportunities for community engagement and neighborhood interaction
3. Future proof the building for the next generation

Building systems and sustainability were also discussed and evaluated with the development consultant Design Engineers. Systems goals and criteria were established for the project.
Systems Goals:

1. The fire station interior build-out shall meet LEED V4 Silver rating minimum.
2. The fire station shall utilize geothermal heating and cooling system.
3. The fire station shall have access to an on-site photovoltaic renewable energy system on the roof of the structure.
4. The fire station shall be served by a full back-up power generator.

The scope of LEED certification is limited to the interior build-out of the fire station only. LEED v4 for Commercial Interiors was selected as the baseline metric with LEED v4.1 credits substituted where applicable. Based on preliminary review the project is targeting LEED Gold certification. The results of the initial credit identification are outlined on page 94 - Madison Fire Station 6 LEED Checklist. Future design phases will further refine credits to meet the desired outcomes for the project.



Madison Fire Station 6

Benchmarking

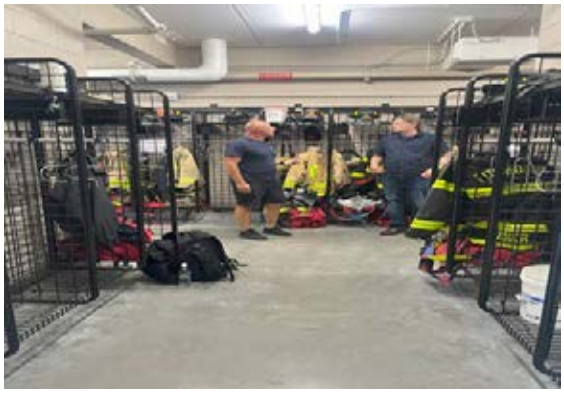
As part of the design process the team completed two benchmarking tours of recently completed fire stations to dream bigger and identify future operations and design, health & safety, and functional preferences. Marion Fire Station 1 in Marion, Iowa and Fitchburg Fire Station 3 in Fitchburg, Wisconsin were toured as part of this process. Key takeaways from the tours are summarized below.

Marion Fire Station 1

1. High quality of materials and connection to nature.
2. Abundance of daylight both in living area and apparatus bay.
3. Good access to and opportunity for outdoor spaces.
4. Visual connection from exercise room to outdoors and apparatus bays.

Fitchburg Fire Station 3

1. Spaciousness of station and quantity of storage spaces.
2. Clear organization of turn-out gear and decontamination spaces.
3. Good configuration, size, and robustness of kitchen and dining.
4. Ideal adjacency of separated day room from kitchen and dining.
5. Training mezzanine and opportunity for confined spaces training with “manhole.”



Program Development

The RFP outlined a preliminary scope for the project including a single ground floor fire station, mechanical room, and outdoor space(s) in the range of 16,000 to 20,000 square feet. After conducting several pre-design meetings and benchmarking tours with the Fire Department and City of Madison Engineering team, OPN Architects right sized the program to fit the growing demand on the station, and account for the shared site and building restraints of the new development. Additional CARES team dorms, battalion offices and dorms, and additional apparatus bays were added, with subsequent locker, shower, kitchen, dining, and fitness facilities expanded to accommodate the added growth and opportunities for a double company at the station. The results of the programming study are outlined on page 95 - Madison Fire Station 6 Program.

Planning

The design team worked through an iterative design process to produce several concept layouts and massing studies for the development. An internal space planning puzzle play activity was utilized to discuss appropriate apparatus bay locations, adjacencies for decontamination and operational support spaces and how best to locate living spaces adjacent to the apparatus bays and apartment units. These concept layouts and massing studies were presented to the City and Fire Department team for discussion and feedback regarding site access, maneuverability, connectivity, and operations. The result was for the fire station to occupy the first and second floor of Building B on the western side of the site facing Badger Road. Comprised of two bars in a 'T' configuration, the fire station apparatus bays will occupy the two-story bar to the west for use as turn-out gear storage, decontamination, and a mezzanine for training and utilities. The adjacent five-story linear bar on the east will serve a majority of fire station living and community needs on Level 1 and Level 2 with separate apartment units on the floors above. A small area for vehicles will also be placed along Badger Road for back-in Battalion and CARES vehicles adjacent to the front apron.

Madison Fire Station 6

On the site coordinated entry points were provided for vehicles and pedestrians. Fire Department vehicles will have access via a shared two-way drive from South Park Street and a private one-way drive from West Badger Road. These two drives will converge at a large concrete apron to the north (rear) of Building B and provide Fire Department apparatus options for turning and maneuverability to appropriately enter the apparatus bays. To the front of the apparatus bays, along Badger Road a front concrete apron will provide adequate space for Fire Department vehicles to fully exit the building before meeting the public right-of-way for safety and visibility.

The internal living area will be split between two levels with the primary spaces for sleeping being located on Level 1 adjacent to the apparatus bays. The goal will be to provide quick and direct access to the apparatus bays for fire fighters when they are the most vulnerable during the nighttime. Supporting toilet/shower rooms, lockers, watch room and utility spaces will be located on this level with clear physical and air filtration decontamination thresholds between the living area and apparatus bays. Active spaces primarily used during the daytime will be located on Level 2 and will include kitchen, dining, dayroom, office, exercise, and support spaces. Unique to this project will be providing a community/training room and supporting toilet/shower rooms that will be accessed through the public space of the apartment building on Level 2. The goal of fire fighters, residents, and community members all using this space will enhance opportunities for interaction and foster relationships. The results of the preliminary space planning are identified on pages 96-97 – Madison Fire Station 6 Concept Plans.

Summary of Requirements

1. Site Access

a. Maintain two means of site access – one from S. Park Street and one from W. Badger Road
   i. Provide street apron curb cuts and drive lanes to allow for passing of two fire apparatus vehicles.
   ii. No loading or short- or long-term parking should encroach or block drive lane access to the fire station
   iii. Access from W. Badger Road to be for fire station use or maintenance vehicles only.

b. Provide gate or means to minimize public traffic of drive lane from S. Park Street between Building A and B to minimize apparatus disruption to fire station

2. Apparatus Bay Access

a. Maintain 50’-0” concrete apron along entire front of apparatus bays along W. Badger Road between the building and sidewalk to allow for proper vehicle exit and visibility of pedestrian and vehicular right of ways.
   i. No fire apparatus or vehicles will be permitted to park in or block front apron at any time. Apron will only be used by vehicles when exiting the building.

b. Maintain 96’-0” concrete apron along entire back of apparatus bays for apparatus access/turning radius to the fire station.
   i. Fire apparatus and vehicles may park and use rear apron for cleaning and training of vehicles. Additional fire station and public may use apron for training and recreation uses.

3. Parking

a. A minimum of 28 parking spaces will be provided permanently for Fire Department use within the parking structure.

b. A minimum of two to four surface parking spaces will be provided adjacent to the Building B fire station for department use only. They shall be located to the west or north of Building B and adjacent to a fire station entrance.

4. Trash

a. The Fire Department will utilize a shared trash room with the apartment units of Building B and will be provided direct access via their space on Level 1 or sidewalk and exterior door access.

b. The trash room will be located within the north (rear) side of Building B.

5. Building Entrances

a. The Fire Department will need both public and private entrances to the building.

i. Private Entrances: One entrance should be provided through the parking structure with an interior stair/elevator that provides direct access to the fire station. One entrance should be provided from rear apron to living area.

ii. Public Entrances: One entrance should be provided from W. Badger Road as the main entrance. This entry may be separated or combined with the apartment building entrance. One entrance should be provided to the Community/Training Room for public use.

iii. Emergency Entrances/Exits: Additional exterior entry and exit points from the apparatus bays and living area shall be provided to sidewalks that connect to the public right of way for Fire Department convenience and existing requirements within the building. Interior entry and exit points from the living area shall be provided to maintain appropriate egress from the fire station and may access shared public corridors, stairs, and elevators.

6. Services and Utilities

a. The Fire Department shall be provided with adequate electrical, water, sanitary, and city fiber telecommunications to serve their spaces. Utility entrances are expected to occur on the north side of Building B from the utility corridor beneath the east/west service road from S. Park Street. Water is anticipated to come from West Badger Road.

b. The fire station shall be provided with access to the site beneath its footprint and apparatus aprons for use as geothermal wells to serve the fire station space.

c. The fire station shall be provided with adequate roof area for use for a photovoltaic array.

7. Fire Station

a. Elevator

i. An elevator shall be provided that connects all Fire Department levels with the parking structure below. This elevator may be private and internal to the station only or may be shared with the apartment tenants so long as access and security is maintained.

1. Preference by the Fire Department is for a shared building elevator.

b. Stairs

i. Access to the two public stair cores within the building that connect the parking structure to the roof shall be provided.

ii. One internal, communicating stair shall be provided between Level 1 and Level 2 within the living area of the Fire Department.

iii. One internal, communicating service stair shall be provided between Level 1 apparatus bays and the mezzanine.

c. Apparatus Bays

i. (5) 18’-0”W x 85’-0”L pull through apparatus bays shall be provided that open directly onto W. Badger Road. These will be full lite, four-fold doors.

ii. (2) 14’-0”W x 25’-0”L back-in parking stalls shall be provided for standard Fire Department vehicles (non-apparatus) that open directly onto W. Badger Road. These will be full lite, overhead doors.

d. Outdoor Space

i. An outdoor terrace shall be provided on Level 2 along the north or west side of the building for access from the Fire Department kitchen and dining spaces.

e. Signage

i. Space shall be provided along W. Badger Road for fire station exterior signage to include “Fire Station 6” illuminated lettering and halo-lit Fire Department badge.

f. Flagpole

i. Space shall be provided along W. Badger Road for a fire station illuminated freestanding flagpole.

LEED v4 for ID+C: Commercial Interiors

Project Checklist | Madison Fire Station 6

October 2024

Yes	Likely	Unlikely	No				
1	**0**	**1**	**0**	**Integrative Process**			**2**
1		1		Credit	v4/v4.1	Integrative Process	2
11	**1**	**4**	**2**	**Location and Transportation**			**18**
				Credit	v4	LEED for Neighborhood Development Location	18
4		4		Credit	v4.1	Surrounding Density and Diverse Uses	8
5			2	Credit	v4.1	Access to Quality Transit	7
1				Credit	v4.1	Bicycle Facilities	1
1	1			Credit	v4.1	Reduced Parking Footprint	2
4	**0**	**0**	**8**	**Water Efficiency**			**12**
Y				Prereq	v4	Indoor Water Use Reduction	Required
4			8	Credit	v4	Indoor Water Use Reduction	12
25	**10**	**1**	**2**	**Energy and Atmosphere**			**38**
Y				Prereq	v4	Fundamental Commissioning and Verification	Required
Y				Prereq	v4	Minimum Energy Performance	Required
Y				Prereq	v4	Fundamental Refrigerant Management	Required
4		1		Credit	v4	Enhanced Commissioning	5
16	9			Credit	v4	Optimize Energy Performance	25
1	1			Credit	v4	Advanced Energy Metering	2
3				Credit	v4	Renewable Energy Production	3
1				Credit	v4	Enhanced Refrigerant Management	1
			2	Credit	v4	Green Power and Carbon Offsets	2
7	**3**	**2**	**1**	**Materials and Resources**			**13**
Y				Prereq	v4	Storage and Collection of Recyclables	Required
1				Credit	v4	Long-Term Commitment	1
1	1	1	1	Credit	v4.1	Interiors Life-Cycle Impact Reduction	4
1		1		Credit	v4.1	Environmental Product Declarations	2
1	1			Credit	v4.1	Sourcing of Raw Materials	2
1	1			Credit	v4.1	Material Ingredients	2
2				Credit	v4.1	Construction and Demolition Waste Management	2

Yes	Likely	Unlikely	No				
10	**1**	**0**	**6**	**Indoor Environmental Quality**			**17**
Y				Prereq	v4	Minimum Indoor Air Quality Performance	Required
Y				Prereq	v4.1	Environmental Tobacco Smoke Control	Required
2				Credit	v4	Enhanced Indoor Air Quality Strategies	2
3				Credit	v4.1	Low-Emitting Materials	3
1				Credit	v4.1	Construction Indoor Air Quality Management Plan	1
1	1			Credit	v4.1	Indoor Air Quality Assessment	2
1				Credit	v4.1	Thermal Comfort	1
2				Credit	v4.1	Interior Lighting	2
			3	Credit	v4.1	Daylight	3
			1	Credit	v4.1	Quality Views	1
			2	Credit	v4.1	Acoustic Performance	2
4	**2**	**0**	**0**	**Innovation**			**6**
1				Credit	v4	Innovation: Purchasing - Lamps	1
1				Credit	v4	Innovation: Designing with Nature, Biophilic Design…	1
1				Credit	v4.1	Pilot: All-Gender Restrooms	1
	1			Credit	v4.1	Pilot: Passive Survivability and Back-up Power or other TBD	1
	1			Credit	v4.1	Innovation: Electric Vehicles or other TBD	1
1				Credit	v4	LEED Accredited Professional	1
4	**0**	**0**	**0**	**Regional Priority**			**4**
1				Credit	v4	Regional Priority: Access to Quality Transit (3 pts)	1
1				Credit	v4	Regional Priority: Optimize Energy Performance (10 pts)	1
1				Credit	v4	Regional Priority: Enhanced Commissioning (3 pts)	1
1				Credit	v4	Regional Priority: Bicycle Facilities (1 pt)	1
				Credit	v4	Regional Priority: Reduced Parking Footprint (1 pt)	
				Credit	v4	Regional Priority: Green Power and Carbon Offsets (1 pt)	

Y	L	U	N		
66	**17**	**8**	**19**	**TOTALS**	Possible Points: **110**

Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80+

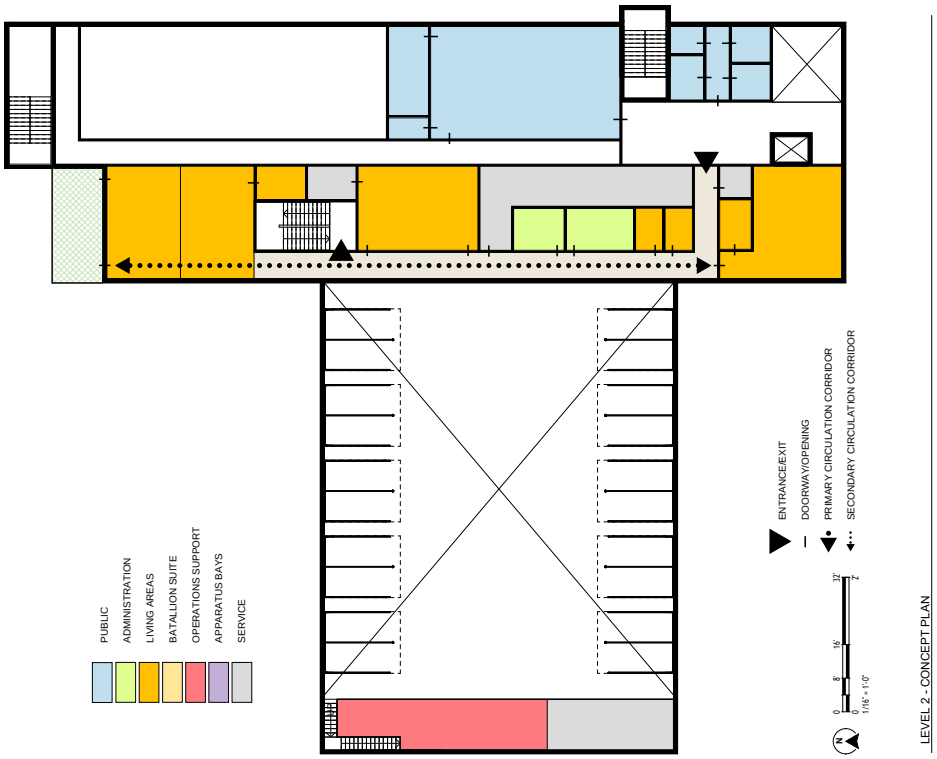
Madison Fire Station 6 Program **OPN Architects**

Oct-24

		# of Spaces	NSF per Space	NSF Subtotal	NSF Total	% of Total NSF
	Public (Unsecured)				**2,140**	**10.17%**
	COMMUNITY/TRAINING ROOM	1	1,200	1,200		
	COMM.ROOM STORAGE	2	100	200		
	VESTIBULE (PUBLIC ENTRANCE)	1	80	80		
	GENDER NEUTRAL RR/SHW	3	80	240		
	COATS	1	30	30		
	COMFORT ROOM	1	90	90		
	LOBBY	1	300	300		
	Administration				**760**	**3.61%**
	OFFICERS OFFICE	1	120	120		
	OPEN OFFICE / WATCH	1	300	300		
	CARES TEAM OFFICE	1	160	160		
	WORKROOM	1	100	100		
	VESTIBULE (STAFF ENTRANCE)	1	80	80		
	Living Areas				**5,015**	**23.84%**
	KITCHEN	1	400	400		
	PANTRY	1	75	75		
	DINING	1	400	400		
	DAY ROOM	1	500	500		
	EXERCISE	1	550	550		
	DORM	13	110	1,430		
	COMFORT ROOM	1	70	70		
	SINGLE USE RR/SHW	7	80	560		
	OFFICER'S DORM	2	110	220		
	OFFICER'S RR (JACK AND JILL)	1	120	120		
	LOCKER ROOM	1	550	550		
	LAUNDRY	1	40	40		
	SOILED LINEN	1	50	50		
	CLEAN LINEN	1	50	50		
	Battalion Suite				**460**	**2.19%**
	BATTALION CHIEF OFFICE	1	120	120		
	BATTALION CHIEF & CHIEF AID USE	1	120	120		
	BATTALION CHIEF DORM	1	110	110		
	CHIEF'S AID DORM	1	110	110		
	Operations Support				**1,060**	**5.04%**
	DECONTAMINATION	1	150	150		
	DECONTAMINATION RR	1	80	80		
	WORKSHOP	1	150	150		
	TURNOUT GEAR	1	400	400		
	EMS STORAGE	1	80	80		
	SCBA FILL / STORAGE / COMPRESSOR	1	200	200		
AREAS EXCLUDED FROM GROSSING FACTOR	**Apparatus Bays (Secured)**				**9,180**	**43.64%**
	APPARATUS ROOM	1	9,180	9,180		
	Service				**2,420**	**11.50%**
	TRASH	1	50	50		
	JANITOR	2	100	200		
	BUILDING STORAGE	1	100	100		
	MECHANICAL	1	1,000	1,000		
	ELECTRICAL	1	200	200		
	IT	1	70	70		
	GENERATOR	1	800	800		
	Outdoor					
	OUTDOOR PATIO					
	MIN. OF 28 PARKING SPACES					
	DRIVE SPACE FOR VEHICLES TO DROP OFF					
	SUFFICIENT SPACE FOR DELIVERY VEHICLES					
	COMMUNITY SPACE					
	TRASH ENCLOSURE					

Total Net Assignable Area (EXCLUDING APPARATUS BAYS & SERVICE)	**9,435**	NSF
Total Net Assignable Area x Circulation Factor (1.25) = Net Occupiable Area	**11,794**	NOSF
Areas Excluded from Grossing Factor (APPARATUS BAYS & SERVICE)	**11,600**	NSF
Net Occupiable Area + Areas Excluded from Gross Factor	**23,394**	GSF
Total Department Area x Building Grossing Factor (1.10) = Total Building Area	**25,733**	GSF

Madison Fire Station 6



LEVEL 2 - CONCEPT PLAN

LEVEL 1 - CONCEPT PLAN