URBAN DESIGN COMMISSION APPLICATION



City of Madison Planning Division Madison Municipal Building, Suite 017 215 Martin Luther King, Jr. Blvd. P.O. Box 2985 Madison, WI 53701-2985 (608) 266-4635



FOR OFFICE USE ONLY: Paid ______ Receipt # _____ Date received _____ Received by _____ 9/2/2020 12:00 p.m. RECEIVED Aldermanic District _ Zoning District _

Complete all sections of this application, including

	the desired meeting date and the action requested.				Urban Design District				
	If you need an interpreter, translator, materials in alternate					Submittal reviewed by			
	formats or other accommodations to access these forms, please call the phone number above immediately.				Legista	r#			
1.	Proj	ect Informatio	on						
	-			of East Washington Avenue)					
	Title: MGE Charging Hub - Parking Lot Alteration for Electric Vehicle Charging Stations								
	litle	2: MOL Charging		letation for Electric Venicle Charg-		115			
2.	Арр	lication Type (check all that a	apply) and Requested Da	te				
	UDC	meeting date	requested Oct	ober 7th or October 21st depending	g on digita	al schedule			
	V	New developn	nent 🗆	Alteration to an existing of	or previ	ously-approved development			
		Informational	 ✓	Initial approval	V	Final approval			
2	Droi	ect Type							
Э.					6.				
	☑ Project in an Urban Design District☐ Project in the Downtown Core District (DC), Urban			_	Communication Desired Desired (CDR)				
			red-Use District (UMX), or Mixed-Use Center District (MXC)			Comprehensive Design Review (CDR)			
			roject in the Suburban Employment Center District (SEC), campus Institutional District (CI), or Employment Campus District (EC) clanned Development (PD) General Development Plan (GDP)			Signage Variance (i.e. modification of signage height, area, and setback)			
						Signage Exception			
						Other			
		☐ General D				□ Please specify			
		☐ Specific In	nplementation P	lan (SIP)	_	rease specify			
		Planned Multi-	Use Site or Resic	lential Building Complex					
4.	Арр	licant, Agent,	and Property (Owner Information					
	Арр	licant name	Brian Reed		Cor	mpany Potter Lawson			
		et address	749 University Row, Suite 300			//State/Zip Madison, WI 53703			
	Tele	phone	608-274-2741			ail brianr@potterlawson.com			
	Project contact person Brian Reed			mpany Potter Lawson					
		et address	749 University Re	ow, Suite 300		//State/Zip Madison, WI 53703			
		phone	608-274-2741		Email brianr@potterlawson.com				
			not applicant)	Tim Bliefernicht - MGE					
		et address	623 Railroad Stre		City	//State/Zip Madison, WI 53703			
			608-252-5687		-	ail tbliefernicht@mge.com			
M·\E	Telephone 608-252-3687 W:\Pianning Division\Commissions & Committees\Urban Design Commission\Application — Fel				=				

Each submittal must include fourteen (14) 11" x 17" collated

paper copies. Landscape and

Lighting plans (if required)

must be full-sized and legible.

Please refrain from using

plastic covers or spiral binding.

5. Red	quired Submittal Mate	rials
V	Application Form	
V	Letter of Intent	
	 If the project is w 	ithin

- If the project is within an Urban Design District, a summary of how the development proposal addresses the district criteria is required
- For signage applications, a summary of how the proposed signage is consistent with the applicable CDR or Signage Variance review criteria is required.
- Development Plans (Refer to checklist on Page 4 for plan details)
- ☑ Electronic Submittal*
- Notification to the District Alder
 - Please provide an email to the District Alder notifying them that you are filing this UDC application. Please send this as early in the process as possible and provide a copy of that email with the submitted application.

Both the paper copies and electronic copies <u>must</u> be submitted prior to the application deadline before an application will be scheduled for a UDC meeting. Late materials will not be accepted. A completed application form is required for each UDC appearance.

For projects also requiring Plan Commission approval, applicants must also have submitted an accepted application for Plan Commission consideration prior to obtaining any formal action (initial or final approval) from the UDC. All plans must be legible when reduced.

*Electronic copies of all items submitted in hard copy are required. Individual PDF files of each item submitted should be compiled on a CD or flash drive, or submitted via email to udcapplications@cityofmadison.com. The email must include the project address, project name, and applicant name. Electronic submittals via file hosting services (such as Dropbox.com) are not allowed. Applicants who are unable to provide the materials electronically should contact the Planning Division at (608) 266-4635 for assistance.

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- 1. Prior to submitting this application, the applicant is required to discuss the proposed project with Urban Design Commission staff. This application was discussed with Janine Glaeser on 6/24/2020, 8/26/2020
- 2. The applicant attests that all required materials are included in this submittal and understands that if any required information is not provided by the application deadline, the application will not be placed on an Urban Design Commission agenda for consideration.

Name of applicant Brian Reed	Relationship to prop	perty Ar	rchitect
Authorizing signature of property owner	Tim Bliefermit	Date_	09/02/2020

7. Application Filing Fees

Fees are required to be paid with the first application for either initial or final approval of a project, unless the project is part of the combined application process involving the Urban Design Commission in conjunction with Plan Commission and/or Common Council consideration. Make checks payable to City Treasurer. Credit cards may be used for application fees of less than \$1,000.

Please consult the schedule below for the appropriate fee for your request:

V	Urban Design Districts: \$350 (per §35.24(6) MGO).
	Minor Alteration in the Downtown Core District (DC) or Urban Mixed-Use District (UMX): \$150 (per §33.24(6)(b) MGO)
	Comprehensive Design Review: \$500 (per §31.041(3)(d)(1)(a) MGO)
	Minor Alteration to a Comprehensive Sign Plan: \$100

- (per §31.041(3)(d)(1)(c) MGO)
 □ All other sign requests to the Urban Design Commission, including, but not limited to: appeals from the decisions of the Zoning Administrator, requests for signage variances (i.e. modifications of signage height, area, and setback), and additional sign code approvals: \$300 (per §31.041(3)(d)(2) MGO)
- A filing fee is not required for the following project applications if part of the combined application process involving both Urban Design Commission and Plan Commission:
- Project in the Downtown Core District (DC), Urban Mixed-Use District (UMX), or Mixed-Use Center District (MXC)
- Project in the Suburban Employment Center District (SEC), Campus Institutional District (CI), or Employment Campus District (EC)
- Planned Development (PD): General Development
 Plan (GDP) and/or Specific Implementation Plan (SIP)
- Planned Multi-Use Site or Residential Building Complex

URBAN DESIGN COMMISSION APPROVAL PROCESS



Introduction

The City of Madison's Urban Design Commission (UDC) has been created to:

- Encourage and promote high quality in the design of new buildings, developments, remodeling, and additions so as to maintain and improve the established standards of property values within the City.
- Foster civic pride in the beauty and nobler assets of the City, and in all other ways possible assure a functionally efficient and visually attractive City in the future.

Types of Approvals

There are three types of requests considered by the UDC:

- Informational Presentation. Applicants may, at their discretion, request to make an Informational Presentation to the
 UDC prior to seeking any approvals to obtain early feedback and direction before undertaking detailed design. Applicants
 should provide details on the context of the site, design concept, site and building plans, and other relevant information
 to help the UDC understand the proposal and provide feedback. (Does not apply to CDR's or Signage Variance requests)
- <u>Initial Approval</u>. Applicants may, at their discretion, request initial approval of a proposal by presenting preliminary design information. As part of their review, the Commission will provide feedback on the design information that should be addressed at Final Approval stage.
- <u>Final Approval</u>. Applicants may request Final Approval of a proposal by presenting all final project details. Recommendations or concerns expressed by the UDC in the initial approval must be addressed at this time.

Presentations to the Commission

Primarily, the UDC is interested in the appearance and design quality of projects. Emphasis should be given to the site plan, landscape plan, lighting plan, building elevations, exterior building materials, color scheme, and graphics.

When presenting projects to the UDC, applicants must fill out a registration slip provided in the meeting room and present it to the Secretary. Presentations should generally be limited to 5 minutes or as extended by motion by consent of the Commission. The Commission will withhold questions until the end of the presentation.

Applicants are encouraged to consider the use of various graphic presentation material including a locator map, photographs, renderings/model, scale drawings of the proposal in context with adjacent buildings/uses/signs, etc., as may be deemed appropriate to describe the project and its surroundings. Graphics should be mounted on rigid boards so that they may be easily displayed. Applicants/presenters are responsible for all presentation materials, AV equipment and easels.

URBAN DESIGN DEVELOPMENT PLANS CHECKLIST



The items listed below are minimal application requirements for the type of approval indicated. Please note that the UDC and/ or staff may require additional information in order to have a complete understanding of the project.

1. Informational Presentation

- Locator Map
- Letter of Intent (If the project is within an Urban Design District, a summary of how the development proposal addresses the district criteria is required)
- Contextual site information, including photographs and layout of adjacent buildings/structures
- Site Plan
- Two-dimensional (2D) images of proposed buildings or structures.

Providing additional information beyond these minimums may generate a greater level of feedback from the Commission.

Requirements for All Plan Sheets

- 1. Title block
- 2. Sheet number
- 3. North arrow
- 4. Scale, both written and graphic
- 5. Date
- 6. Fully dimensioned plans, scaled at 1"= 40' or larger

** All plans must be legible, including the full-sized landscape and lighting plans (if required)

2. Initial Approval

- Locator Map
- Letter of Intent (If the project is within a Urban Design District, a summary of how the development proposal addresses the district criteria is required)
- Contextual site information, including photographs and layout of adjacent buildings/ structures
- Site Plan showing location of existing and proposed buildings, walks, drives, bike lanes, bike parking, and existing trees over 18" diameter
- Landscape Plan and Plant List (must be legible)
- Building Elevations in both black & white and color for all building sides (include material callouts)
- PD text and Letter of Intent (if applicable)

Providing additional information beyond these minimums may generate a greater level of feedback from the Commission.

3. Final Approval

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- **Grading Plan**
- Proposed Signage (if applicable)
- ☐ Lighting Plan, including fixture cut sheets and photometrics plan (must be legible)
- Utility/HVAC equipment location and screening details (with a rooftop plan if roof-mounted)
- PD text and Letter of Intent (if applicable)
- Samples of the exterior building materials (presented at the UDC meeting)

4. Com

prel	hensive Design Review (CDR) and Variance Requests (<u>Signage applications only</u>)
	Locator Map
	Letter of Intent (a summary of <u>how</u> the proposed signage is consistent with the CDR or Signage Variance criteria is required
	Contextual site information, including photographs of existing signage both on site and within proximity to the project site
	Site Plan showing the location of existing signage and proposed signage, dimensioned signage setbacks, sidewalks driveways, and right-of-ways
	Proposed signage graphics (fully dimensioned, scaled drawings, including materials and colors, and night view)
	Perspective renderings (emphasis on pedestrian/automobile scale viewsheds)
	Illustration of the proposed signage that meets Ch. 31, MGO compared to what is being requested.
	Graphic of the proposed signage as it relates to what the Ch. 31, MGO would permit



Letter of Intent

722 East Main Street (700 Block of East Washington Avenue) – Madison Gas and Electric Company Electric Vehicle (EV) Charging Hub

September 2, 2020

To: Plan Commission & Department of Planning & Community & Economic Development

215 Martin Luther King Jr. Blvd Suite 017

Madison, Wisconsin 53703

Via email only: pcapplications@cityofmadison.com_udcapplications@cityofmadison.com,

From: Greg Murray, Madison Gas & Electric Company

Brian Reed, Potter Lawson Inc.

Re: Conditional Use Application for 722 East Main Street – EV Charging Hub

The following project is submitted together with the plans, conditional use application and zoning text for the addition of electric vehicle (EV) charging stations to the existing parking lot on the Northeast portion of the 722 East Main Street property.

Project Team:

Owner: Madison Gas and Electric Company

Architect: Potter Lawson, Inc.
Civil Engineer: Wyser Engineering
Landscape Architect Design Studio, Etc.

Project Data:

Current Zoning District: TE – Tradition Employment

Current Use: Parking

Urban Design District 8

Aldermanic District 6 Marsha A. Rummel Existing lot area: approximately 14,300 SF

Parking: 16 electric vehicle (EV) charging stations; approx. 27 parking stalls

E. Washington Setback: 15'
Side streets Setback: 5' – 10'

Project Overview and Design Narrative:

Madison Gas and Electric Company is excited to propose a new DC fast charging HUB at the intersection of South Livingston Street and the 700 block of East Washington Avenue – one of the first Electric Vehicle Charging HUBs (EV Charging HUBs) in Wisconsin. DC fast chargers allow EV drivers to charge their vehicle in as little as 20 minutes. The DC fast chargers at the EV Charging HUB will be some of the fastest in the Midwest. Tesla is also interested in installing four Superchargers at this location to serve eight drivers. Tesla models are the most popular EV in Madison, and they continue to offer more affordable models.

The project's goal is to transform the site into an EV Charging HUB for the East Washington Corridor and Marquette neighborhood by adding approximately 16 electric vehicle charging stalls to the site. The proposed EV Charging HUB will offer many potential benefits to the neighborhood and City. The high-powered charging station HUB will serve drivers who reside in single family homes and multifamily properties in the area that do not have chargers within their residences or easy access to onsite electric vehicle charging. It will also provide charging opportunities for taxi, ride-hailing and ridesharing services. In the near future, local businesses may also be interested in charging electric fleet vehicles, like delivery vans, at the EV Charging HUB. The project also provides charging for visitors and makes the use of EVs for long distance travel and commuting more feasible. Projects like this are key to greening the City's transportation infrastructure because broader and more convenient access to DC fast charger HUBs are critical to EV adoption by the public.

The EV Charging HUB will upgrade and enhance the use of the existing surface parking lot in several ways. It will include the addition of more robust landscaping along both street frontages to enhance the public street edges to a level complementary with the streetscape established by the recent developments along East Washington Avenue. The goal is to create a small pocket park for use by the area residents, business users and bus riders along East Washington. The stone benches for seating within the vegetated area will provide shaded places for respite along East Washington. The EV Charging HUB includes tree islands and other vegetative areas to reduce the amount of impervious pavement and enhance the sustainability of the neighborhood by decreasing storm water runoff, increasing the biodiversity through plantings and strengthening the green infrastructure of the rapidly developing corridor.

The site is also ideal from an electric infrastructure perspective since MGE's Blount Substation is directly adjacent to the site. Because of the energy density of the EV Charging HUB, this allows for adequate electric supply without having to add electric infrastructure.

Additionally, the EV Charging HUB will reconfigure the existing pavement and striping to provide improved pedestrian access from the sidewalks and improved vehicular circulation within the site while bringing it into compliance with current City of Madison Zoning standards.

The existing site has been historically used for employee, guest and maintenance parking for MGE's substation located on East Main Street. The existing lot is primarily asphalt paved with a few street trees along East Washington and a narrow area of lawn along South Livingston Street. The existing site is striped for 16 vehicle stalls and is bordered by the BP gas station to the west, the rest of the MGE substation parcel to the south, and the recently completed Sylvee and Gephardt development to the east on the other side on South Livingston Street.

MGE remains strongly committed to and fully supports the future growth and redevelopment of the East Washington Corridor. As such, MGE views the EV Charging HUB as a bridge or transitional project that will substantially improve the currently underutilized site until such time as a more comprehensive redevelopment of the block occurs. In the near term, the remodeling of the site will complement ongoing redevelopment in the

overall corridor, while providing a more sustainable and substantially improved site to meet the growing demand for EV infrastructure in the neighborhood. In the long term, however, the project will not prohibit future redevelopment in that location. MGE fully anticipates that over the long run, this site will be comprehensively transformed and improved. Accordingly, MGE will remain open to working with future comprehensive site redevelopments and incorporating sustainable energy strategies within them.

Two conditional uses will be applied for to facilitate the EV Charging HUB project. The first conditional use is to add electric vehicle charging stations to the existing site. The second conditional use is necessary because the existing lot will technically remain a parking lot (while enhancing the streetscape and the transportation infrastructure of the East Washington Corridor, increasing EV charging access to residents of surrounding neighborhoods and increasing EV capacity for rideshare and future fleet services along the corridor).

Compatibility with the Imagine Madison Comprehensive Plan

The EV Charging HUB is consistent with and will help promote the carbon reduction goals of both MGE and the City of Madison (Net-Zero by 2050 for MGE and Net-Zero Carbon by 2030 for the City). MGE and the City have been working together since 2015 to pursue these goals, and this project is an embodiment of that work. The EV Charging HUB also helps achieve a key strategy for carbon reduction – the electrification of the transportation sector. The following are highlights from the Imagine Madison Comprehensive Plan that illustrate how the EV Charging HUB project has followed the plan guidelines.

Land Use and Transportation

Strategy 9 - "Implement new technologies to more efficiently use existing transportation infrastructure."

The EV Charging HUB project will provide high-capacity, rapid electric vehicle (EV) charging stations along one of the primary transit corridors for convenient user access.

Providing better charging infrastructure for taxi, ride-hailing and ridesharing services may reduce the need for residents to own personal vehicles, thereby reducing emissions, parking requirements, and more efficiently using the existing transportation corridors.

Green and Resilient

Strategy 3 – "Increase the use and accessibility of energy efficiency upgrades and renewable energy." "Support infrastructure to expand the use of electric vehicles and other eco-friendly fuel sources."

The EV Charging HUB project will directly construct new electric vehicle (EV) infrastructure and promote expanded EV use by providing additional charging stations to support various private and public electric vehicles. MGE's public charging stations are powered by clean energy.

Strategy 5 – "Improve and preserve urban biodiversity through an interconnected greenway and habitat system."

"There are ways the City and the community can improve the built environment to enhance urban - biodiversity. The City should seek opportunities for greenspace in intensively developed areas and encourage trees and native plantings in terraces and along transportation corridors, which are often dominated by pavement. Urban life is significantly enhanced with the addition of shade-providing trees and water filtering vegetation."

The project will provide a diverse landscaping plan to enhance the current site conditions and reduce stormwater runoff from the site.

Compatibility with the East Washington Corridor Plan

The following are highlights from the East Washington Corridor Plan that illustrate how the project has followed the plan guidelines.

Respect and Strengthen Existing Neighborhoods

Land Uses – "Provide a mix of commercial uses that serve the needs of the adjoining neighborhoods and other development within the Corridor that are complementary with the existing commercial uses and districts located north and south of the Corridor."

The proposed use is intended to directly serve the needs of adjoining neighborhood residents and support businesses along the transit orientated corridor.

Transportation and Parking

Land Uses – "Prohibit new surface parking lots and other service areas fronting along East Washington Avenue as redevelopment occurs."

The project will not be creating a new surface parking lot but will transform the existing underutilized parking lot into a valued amenity for neighborhood use and enable sustainable transportation.

Neighborhood Presentations

The project anticipates meeting with the Marquette Neighborhood Association prior to the tentative UDC meeting date to gather neighborhood input for the project before presenting to the reviewing committees.

Proposed Schedule

Development Assistance Team Meeting August 27, 2020 Urban Design Pre-Application Meeting August 26, 2020

Marquette Neighborhood Meeting TBD

Construction Start March 2021
Construction completion May 2021

Thank you for your consideration. We look forward to discussing the project with you. Please contact me if you have any questions regarding this submittal.

Sincerely.

Brian Reed AIA, LEED AP

MGE CHARGING HUB PARKING LOT ALTERATION LAND USE & UDC SUBMISSION

722 MAIN STREET (700 BLOCK OF EAST WASHINGTON AVENUE) MADISON, WI 53703

SEPTEMBER 2, 2020

DRAWING LIST

EXISTING CONDITIONS
EXISTING CONDITIONS - PHOTOS

C100 OVERALL SITE PLAN

C101 SITE PLAN

C200 UTILITY, GRADING,& EROSION CONTROL PLAN

C300 DETAILS

L100 LANDSCAPE PLAN

L101 LANDSCAPE DETAILS

A100 ARCHITECTURAL SITE PLAN

A101 ENLARGED PLANS AND ELEVATIONS - NORTH ENCLOSURE

A102 ENLARGED PLANS AND ELEVATIONS - SOUTH ENCLOSURE

PERSPECTIVE - EAST WASHINGTON AVENUE STREET VIEW PERSPECTIVE - EAST WASHINGTON AVENUE STREET VIEW

CHARGING STATION DETAILS





MGE CHARGING HUB PARKING LOT ALTERATION September 02, 2020



MGE – PARKING LOT PROJECT 722 EAST MAIN STREET - (700 BLOCK EAST WASHINGTON AVENUE)

EXISTING SITE INFORMATION:

URBAN DESIGN DISTRICT #8

East Washington Avenue setback 15' South Livingston Street setback 0'-10'

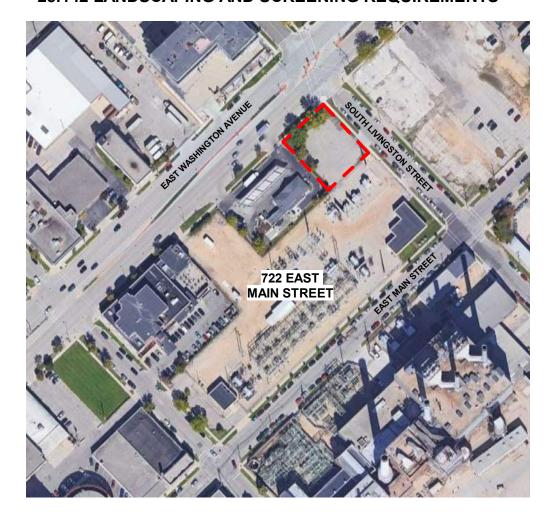
28.084 - TRADITIONAL EMPLOYMENT DISTRICT.

Conditional Use for Electric Vehicle Charging Stations

Site Setbacks:

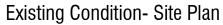
Front yard setback None
Side yard setback: None
Rear yard setback: 20% or 20'
Maximum lot coverage: 85%

28.142 LANDSCAPING AND SCREENING REQUIREMENTS









MGE CHARGING HUB PARKING LOT ALTERATION September 02, 2020





South Livingston Street View



Existing Conditions

MGE CHARGING HUB PARKING LOT ALTERATION September 02, 2020



South Livingston Street View



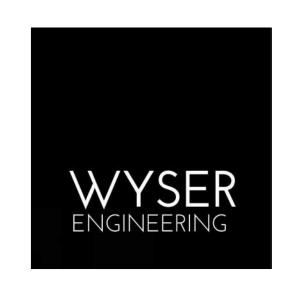
THE RIGHT-OF-WAY IS THE SOLE JURISDICTION OF THE CITY OF MADISON AND IS SUBJECT TO

CHANGE AT ANY TIME PER THE

LEGEND (PROPOSED)



1"=30' ON 30"X42" NTS ON 11"X17"



Notes:

PRELIMINARY
NOT FOR CONSTRUCTION

MGE CHARGING HUB
PARKING LOT ALTERATION

MGE

722 East Main Street Madison, WI 53703

2020.10.00

OVERALL SITE PLAN

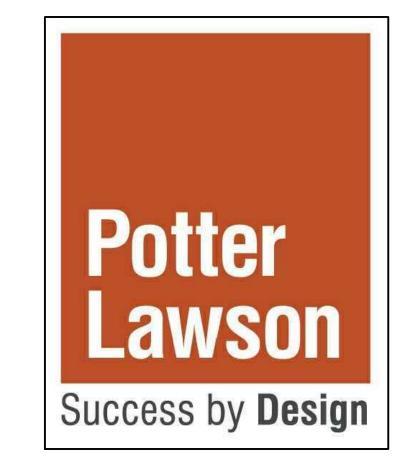
C100

5/5/20

Toll Free (800) 242-8511 -or- 811

Hearing Impaired TDD (800) 542-2289

www.DiggersHotline.com





Note

PRELIMINARY
NOT FOR CONSTRUCTION

MGE CHARGING HUB
PARKING LOT ALTERATION

MGF

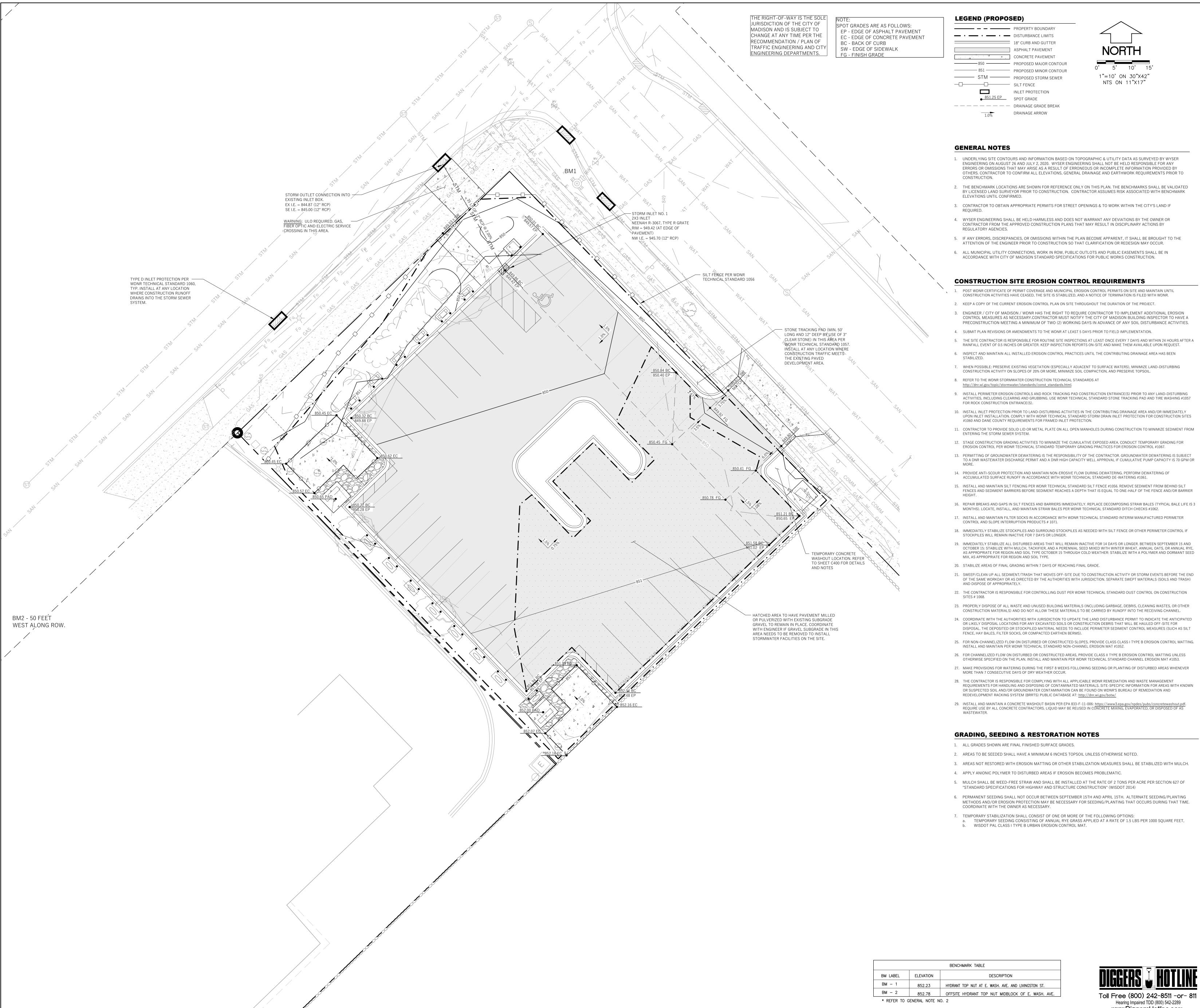
722 East Main Street Madison, WI 53703

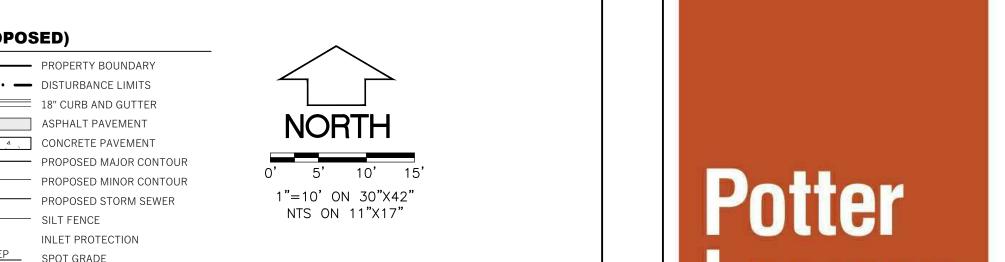
2020.10.00

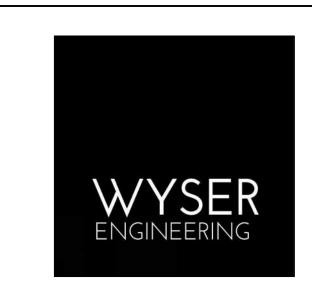
DATE	ISSUANCE/REVISIONS	<u>#\</u>

SITE PLAN

C101







Success by **Design**

MGE CHARGING HUB PARKING LOT ALTERATION

722 East Main Street Madison, WI 53703

DATE	ISSUANCE/REVISIONS	

UTILITY, GRADING & EROSION **CONTROL PLAN**

Toll Free (800) 242-8511 -or- 8
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

USE HARD, DURABLE, ANGULAR STONE OR RECYCLED CONCRETE MEETING THE GRADATION IN TABLE 1. WHERE THIS GRADATION IS NOT AVAILABLE, MEET THE GRADATION IN WISCONSIN DEPARTMENT OF TRANSPORTATION (DOT) STANDARD SPECIFICATION, SECTION 312 SELECT CRUSHED MATERIAL. USE MATERIAL SUBSTANTIALLY FREE FROM DIRT, DEBRIS, STEEL, VEGETABLE MATTER, AND OTHER DELETERIOUS MATERIAL. PLACE THE AGGREGATE IN A LAYER AT LEAST 12 INCHES THICK.

THE TRACKING PAD SHALL BE UNDERLAIN WITH A WDOT TYPE R GEOTEXTILE FABRIC WHERE WARRANTED BASED ON SOIL TYPE OR HIGH GROUNDWATER. INSTALLATION SHALL CONFORM WITH THE REQUIREMENTS OF WDNR CONSERVATION PRACTICE STANDARD 1057. 2. INSTALL THE TRACKING PAD ACROSS THE FULL WIDTH OF THE

ACCESS POINT, OR RESTRICT EXITING TRAFFIC TO A DEDICATED

EGRESS LANE WITH A DRIVING SURFACE AT LEAST 12 FEET WIDE.

DIMENSIONS OF THE TRACKING PAD SHALL BE MINIMUM AS NOTED ON THE FIGURE ABOVE. 4. DIVERT SURFACE FLOWS AWAY FROM TRACKING PADS OR CONVEY FLOW UNDER AND/OR AROUND USING CULVERTS AND SWALES. DIRECT RUNOFF FROM TRACKING PADS TO SEDIMENT CONTROL PRACTICES. 5. DO NOT COMPACT AGGREGATE PRIOR TO USE. COMPACTION, GROUTING, OR OTHER MEANS OF CREATING A SMOOTH SURFACE

COMPROMISE THE EFFECTIVENESS OF THE TRACKING PAD. TRACKING PAD SHALL BE REMOVED OR INCORPORATED INTO GRAVEL DRIVEWAY ONLY AFTER CONSTRUCTION IS COMPLETE AND THE SITE HAS BEEN STABILIZED.

TOP-DRESSING WITH ADDITIONAL AGGREGATE.

ADDITIONAL AGGREGATE.

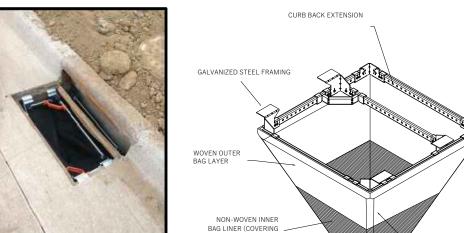
INSPECTION & MAINTENANCE NOTES 1. STONE TRACKING PADS SHALL BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES 0.5 INCHES OF RAIN OR MORE DURING A 24 HOUR PERIOD. 2. MONITOR AND MAINTAIN DEVICES TO MINIMIZE SHIFTING, RUTTING OF ADJACENT SURFACES, AND STRUCTURAL FAILURE, MAINTAIN A LOOSENED. ROUGH SURFACE BY SCRAPING, LOOSENING, OR TOP-DRESSING WITH

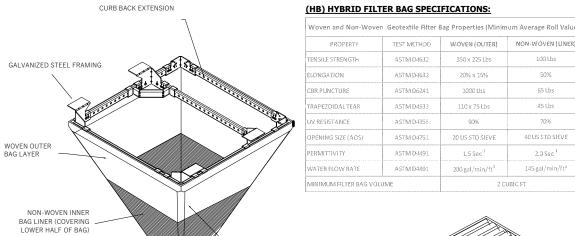
2. ADDITIONAL AGGREGATE SHALL BE PLACED IF THE TRACKING PAD BECOMES BURIED OR IF SEDIMENT IS NOT BEING REMOVED EFFECTIVELY FROM THE 3. A MINIMUM 30-FEET WIDE BY 50-FEET LONG BY 12-INCH THICK PAD SHALL BE MAINTAINED AT ALL TIMES. ADD STONE AS NEEDED TO MAINTAIN THE MINIMUM PAD THICKNESS.

4. THE TRACKING PAD PERFORMANCE SHALL BE MAINTAINED BY SCRAPING OR

5. ANY SEDIMENT TRACKED ONTO A PUBLIC OR PRIVATE ROAD SHOULD BE REMOVED BY STREET CLEANING AT THE END OF EACH WORKING DAY. 6. REMOVE STONES LODGED BETWEEN THE TIRES OF DUAL WHEEL VEHICLES PRIOR TO LEAVING THE CONSTRUCTION SITE. 7. MAINTENANCE SHALL BE COMPLETED AS SOON AS POSSIBLE WITH CONSIDERATION FOR SITE CONDITIONS. 8. REPLACE DAMAGED OR CRUSHED CULVERTS UNDER TRACKING PAD. CONSTRUCTION ENTRANCE (STONE TRACKING PAD)

FLEXSTORM INLET FILTERS TO MEET DANE COUNTY EROSION CONTROL STANDARDS





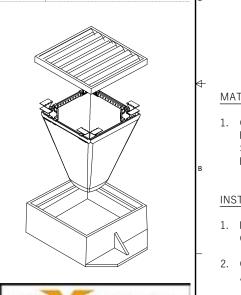
CATCH-IT INLET FILTER (Temporary Inlet Protection)							
enah	Inlet Type	nlet Type Grate Size	Opening Size	Bag Cap (ft³)	Flow Ratings (CFS)		
sting					HB (Hybrid Bag)	Bypass	ADS P/N
067	Curb Box	35.25 x 17.75	33.0 x 15.0	4.4	2.0	5.8	62LCBEXTHB
46A	Curb Box	35.75 x 23.875	33.5 x 21.0	4.2	1.1	3.3	62LCB3624HB
030	Square/Rect (SQ)	23 x 16	20.5 x 13.5	1.6	0.7	2.2	62MCB2316HE
67-C	Square/Rect (SQ)	35.25 x 17.75	33 x 15	3.2	1.0	5.2	62LSQ3618HB
2501	Round (RD)	~26	~24	2.3	0.8	5.2	62MRD26HB
2/2560	Round (RD)	22.25-23.5	20.5-21	1.5	0.6	4.6	62MRD22HB

from filter bag

Installation Instructions:
1. Remove grate from the drainage structure Empty the sediment bag if more than half filled with sediment and 2. Clean stone and dirt from ledge (lip) of drainage 2. Remove the grate, engage the lifting points, and lift filter from the 3. Drop the inlet filter through the clear opening such drainage structure that the hangers rest firmly on the lip of the 3. Dispose of sediment and debris as directed by the Engineer or Maintenance Contract 4. Replace the grate and confirm it is not elevated more

than 1/8"

4. Alternatively, an industrial vacuum can be used to collect sediment



IPP Flexstorm HD Specifications

HICKORY OR OAK POSTS GEOTEXTILE FABRIC WOVEN GEOTEXTILE FABRIC — SECURE FABRIC TO POST WITH 0.5" STAPLES —— IN 5 PLACES MIN. ANCHOR TRENCH — BACKFILL AND COMPACT ANCHOR TRENCH -1. GEOTEXTILE FABRIC SHALL BE WOVEN AND SHALL CONFORM TO THE MATERIAL REQUIREMENTS LISTED IN SECTION 628 OF THE WISDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, 2003 8" MIN. GEOTEXTILE IN -20" MIN. POST ANCHOR TRENCH INSTALLATION NOTES 4" WIDE x 6" DEEP — . INSTALLATION SHALL CONFORM WITH THE REQUIREMENTS OF WDNR ANCHOR TRENCH CONSERVATION PRACTICE STANDARD 1056. . CONSTRUCT THE SILT FENCE IN AN ARC WITH THE ENDS POINTING UPSLOPE TO INSPECTION & MAINTENANCE NOTES AVOID EROSION AROUND THE ENDS OF THE FENCE. 1. AT A MINIMUM, PERFORM INSPECTIONS WEEKLY AND FAILURE TO PROPERLY ANCHOR SILT FENCE COULD RESULT IN WATER AND WITHIN 24 HOURS OF PRECIPITATION EVENTS SEDIMENT RELEASE BENEATH THE SILT FENCE. PROPERLY SECURE THE SILT PRODUCING 0.5 INCHES OR MORE OF RAINFALL. FENCE INTO THE ANCHOR TRENCH. 2. INSPECT FENCES FOR DAMAGE TO STAKES AND FABRIC, CONSTRUCT THE FENCE FROM A CONTINUOUS ROLL OF GEOTEXTILE TO AVOID UNDERCUTTING, EXCESSIVE SEDIMENT ACCUMULATION

1½ " x 1½ " x 48" (MIN.) AIR OR KILN DRIED

(GREATER THAN ½ OF THE FENCE HEIGHT), AND

3. REPAIR OR REPLACE SILT FENCE WITHIN 24 HOURS OF

INDICATIONS OF SCOUR AROUND THE EDGES.

IDENTIFYING AND DEFICIENCIES.

JOINTS. WHERE JOINTS ARE NECESSARY, OVERLAP TO THE NEXT POST OR WRAP ADJOINING FABRICS TOGETHER AROUND THE JOINT POST AND TIGHTLY

⅓" MIN. POLYESTER

CORD

OR NYLON SUPPORT -

5. SILT FENCE SHALL NOT BE USED IN AREAS OF CONCENTRATED FLOW.

SILT FENCE

 MAY BE USED PLASTIC LINER AS APPROVED BY " | • | • | • | • | • | • | BINDING WIRE -STAKES STRAW BALES --NATIVE MATERIAL (OPTIONAL) —SANDBAG WOOD OR - SANDBAG -METAL STAKES 10 MIL —— PLASTIC LINER STRAW BALES WASHOUT NOTES

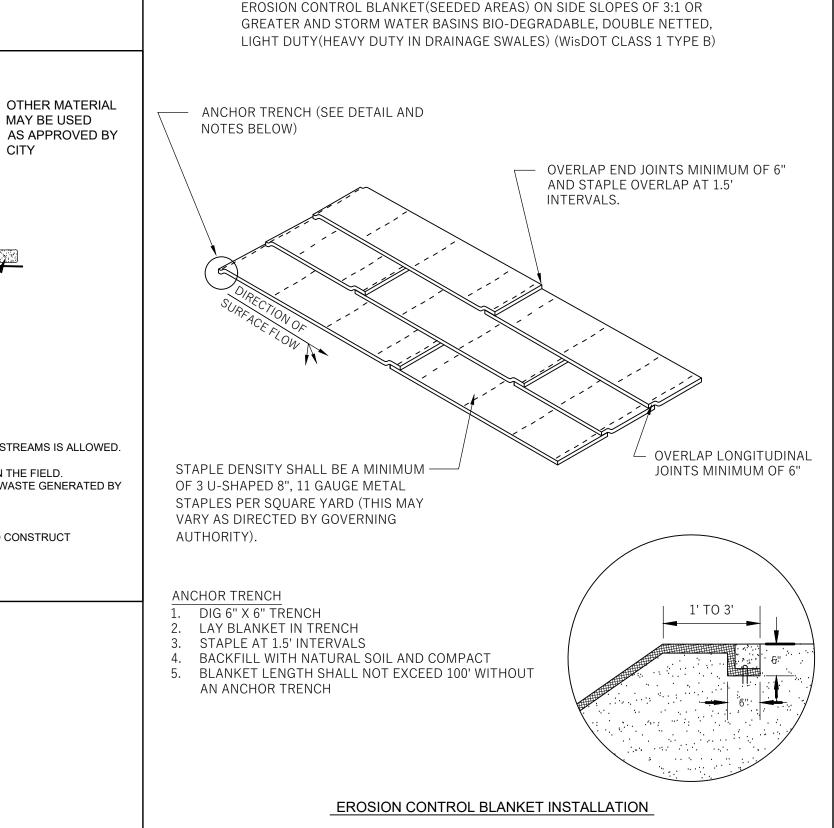
ALTERNATIVE CONCRETE WASHOUTS ALLOWABLE AS APPROVED BY ENGINEER, INCLUDING DISPOSABLE WASHOUTS, ETC.
 NO WASHING OUT OF CONCRETE TRUCKS OR WASHING OF SWEEPINGS FROM EXPOSED AGGREGATE CONCRETE INTO STORM DRAINS, OPEN DITCHES, STREETS, OR STREAMS IS ALLOWED.

TEMPORARY CONCRETE WASHOUT FACILITIES WILL BE REMOVED FROM THE SITE AND DISPOSED OF.

3. EXCESS CONCRETE IS NOT ALLOWED TO BE DUMPED ON-SITE, EXCEPT IN DESIGNATED TEMPORARY CONCRETE WASHOUT PIT AREAS. 4. ON-SITE TEMPORARY CONCRETE WASHOUT AREAS WILL BE LOCATED AT LEAST 50 FEET FROM STORM DRAINS, OPEN DITCHES, OR WATER BODIES AS DETERMINED IN THE FIELD. 5. TEMPORARY CONCRETE WASHOUT FACILITIES WILL BE CONSTRUCTED AND MAINTAINED IN SUFFICIENT QUANTITY AND SIZE TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS.

6. WASHOUT FACILITIES WILL BE CLEANED OUT OR REPLACED ONCE THE WASHOUT IS 75% FULL. PLASTIC LINING MATERIAL WILL BE MINIMUM OF 10 MIL POLYETHYLENE SHEETING AND WILL BE FREE OF HOLES, TEARS, OR OTHER DEFECTS. 8. WHEN WASHOUT FACILITIES ARE NO LONGER REQUIRED FOR WORK, THE HARDENED CONCRETE WILL BE REMOVED AND DISPOSED OF OFFSITE. MATERIALS USED TO CONSTRUCT

CONCRETE WASHOUT



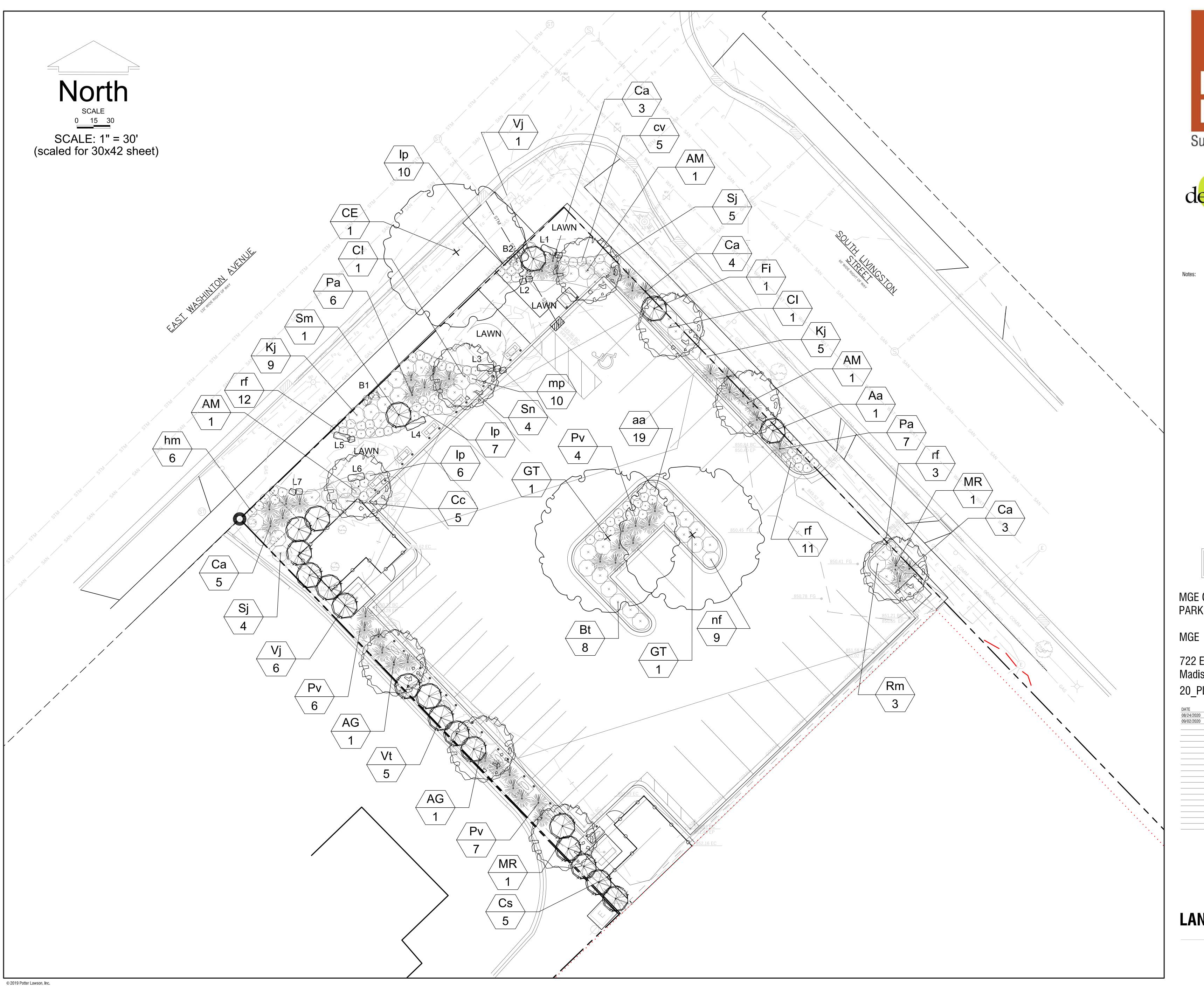
MGE CHARGING HUB PARKING LOT ALTERATION

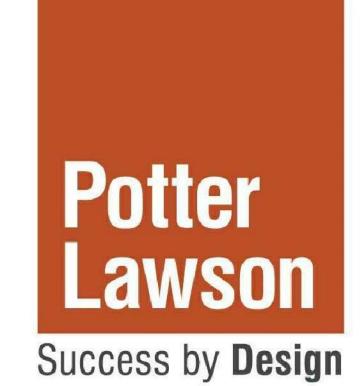
722 East Main Street Madison, WI 53703

2020.10.00

DATE ISSUANCE/REVISIONS

DETAILS







PRELIMINARY
NOT FOR CONSTRUCTION

MGE CHARGING HUB PARKING LOT ALTERATION

722 East Main Street Madison, WI 53703 20_PLA_03

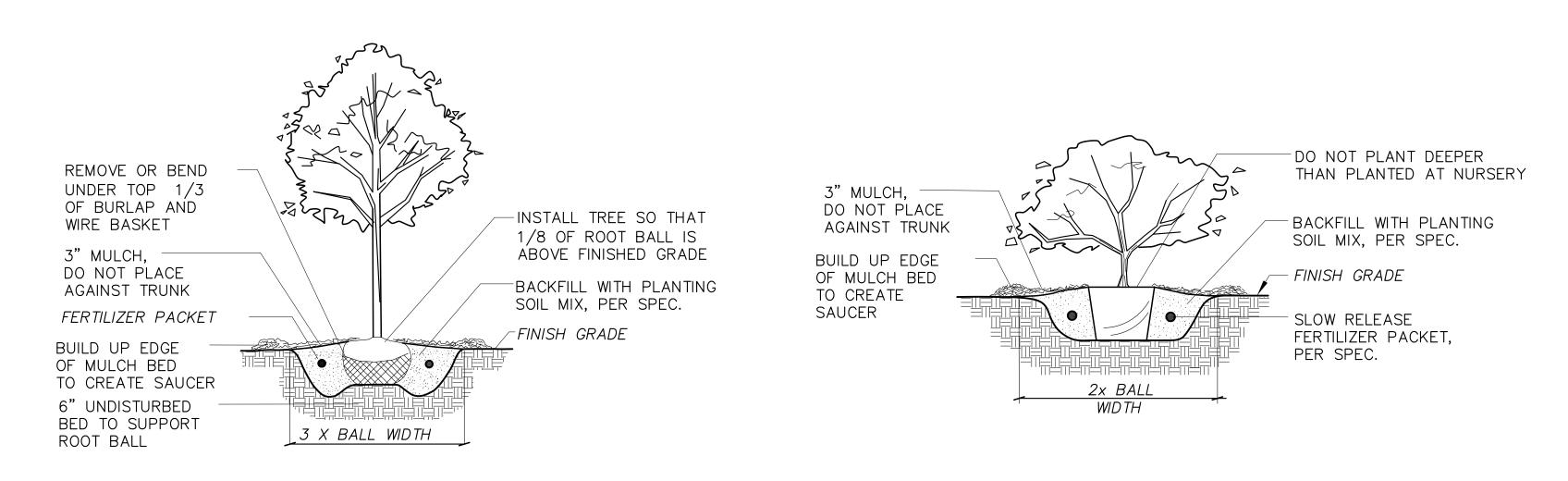
08/24/2020 PRELIMINARY 09/02/2020 UDC Initial/Final	DATE	ISSUANCE/REVISIONS	#
09/02/2020 UDC Initial/Final	08/24/2020	PRELIMINARY	
	09/02/2020	UDC Initial/Final	

LANDSCAPE PLAN

LANDSCAPE PLANT LEGEND

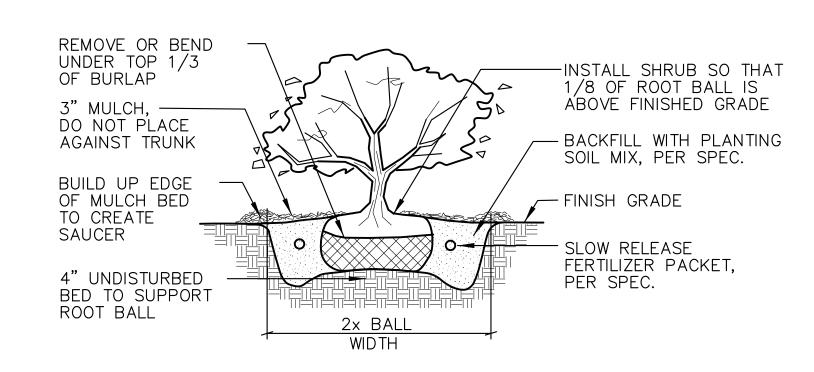
Symbol	Botanical name	Common Name	Size	Root	Remarks
SHA	DE TREES				
CE	Celtis occidentalis	Common Hackberry	2.5" Cal.	B&B	
GT	Gleditsia tricanthos 'Skyline'	Skyline Honeylocust	2.5" Cal.	B&B	
OR	NAMENTAL TREES				
AG	Acer ginnala	Amur Maple	5' HT.	B&B	
AM	Amelanchier x grandiflora 'Autmn Brilliance'	Autumn Brilliance Serviceberry	5-6' HT.	B&B	
CI	Crataegus crus-galli var inermis	Thornless Cockspur Hawthorn	1.5" Cal.	B&B	
MR	Malus 'Red Jewel'	Red Jewel Crabapple	1.5" Cal.	B&B	
SHRU	JBS		•		
Bt	Berberus thunbergii 'Concorde'	Concorde Barberry	2 gal	Pot	
Сс	Caryopteris x clandonensis Arthur Simmonds	Arthur Simmonds Caryopteris	3 gal	Pot	
Cs	Cornus sericea 'Baileyi'	Baley Dogwood	3 gal	Pot	
Fi	Forsythia x intermedia 'Sunrise'	Sunrise Forsythia	2 gal	Pot	
Kj	Kerria Japonica	Japenese Kerria	2 gal.	Pot	
Rm	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	2 gal	Pot	
Sj	Spirea japonice 'Anthony Waterer'	· · · · · · · · · · · · · · · · · · ·	2 gal	Pot	
Sn	Spirea nipponica 'Snowmound'	Snowmound spirea	2 gal	Pot	
Sm	Syringa patula 'Miss Kim"	Miss Kim Lilac	3 gal	Pot	
Vj	Viburnum x juddi	Judd Viburnum	5 gal	B&B	
Vt	Viburnum trilobum 'Spring Green'	Spring Green American Cranberrybush Viburnum	5 gal	В&В	
GRAS	SSES	2.1.2.1.2.1.3.1.3.1.1.4.1.1.4.1.1.4.1.1.4.1.1.4.1.1.4.1.1.4.1.1.4.1.1.4.1.1.4.1.1.4.1.1.4.1.1.4.1.1.4.1.1.4.1	<u> </u>	<u>. </u>	
Са	Calamagrostis x acutifolia 'Karl Foerster'	Karl Foerster's Feather Reed Grass	1 Gal.	CG	
Ра	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	2 Gal.	CG	
Pv	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	2 Gal.	CG	
PERE	ENNIALS			<u>. </u>	
aa	Astilbe x arendsii 'Fanal'	Fanal Astilbe	1 Gal.	Container	
CV	Coreopsis verticillata 'Zagreb'	Zagreb Coreopsis	1 Gal.	Container	
hm	Heuchera micranatha 'Purple Palace'	Purple Palace Coralbells	1 Gal.	Container	
lp	Liatrus pyncostachya	Prairie Blazingstar	1 Gal.	Container	
mp	Monarda 'Petite Delight'	Petite Delight Beebalm	1 Gal.	Container	
nf	Nepta x fassennii 'Walkers'	Walkers Low Catmint	1 Gal.	Container	
 rf	Rudbeckia fulgida 'Goldstrum'	Goldstrum Black-eyed	1 Gal.	Container	

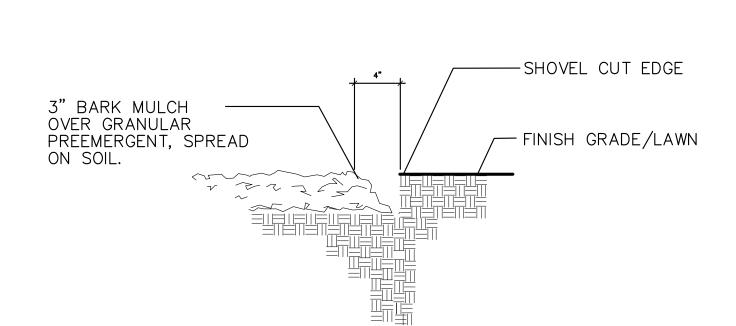
SCALE: NTS





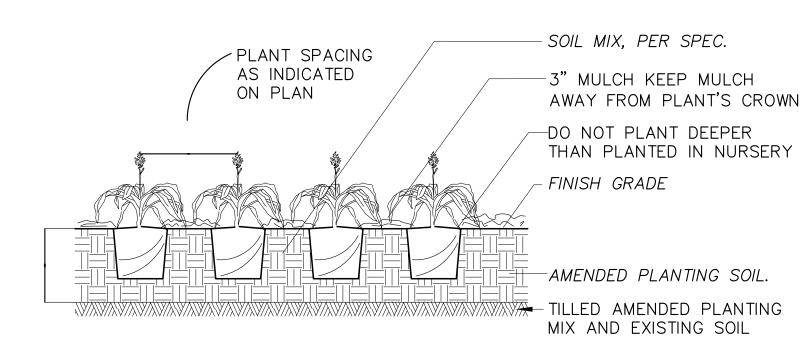


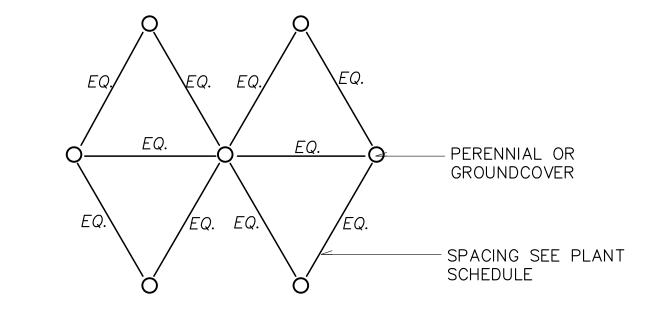






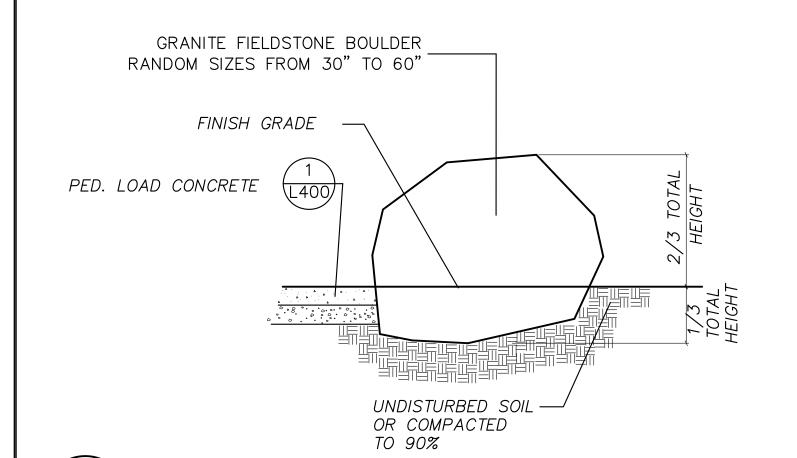




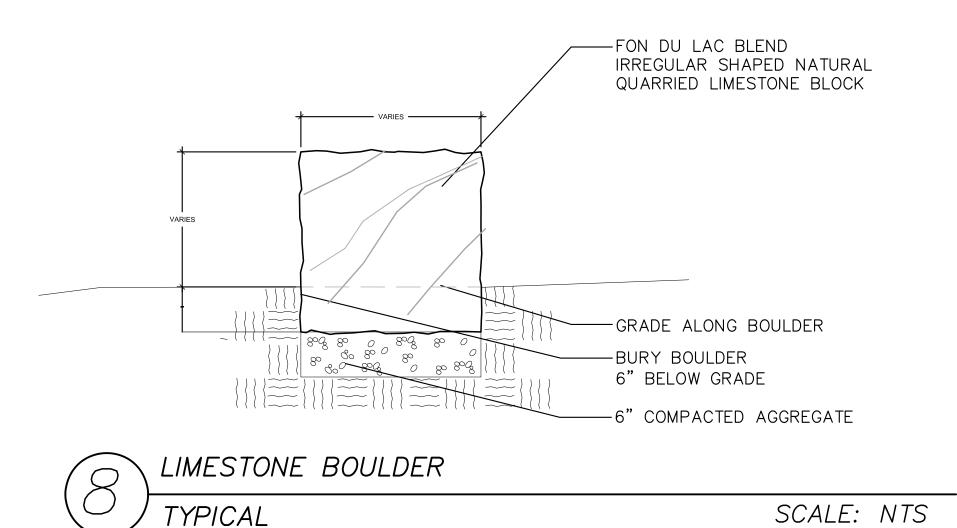








FIELDSTONE BOULDER DETAIL- SECTION



FIELD STONE BOULDER SCHEDULE B1 - Fieldstone Boulder - 30", 42" and 60" group B2 - Fieldstone Boulder - 30", 42" and 60" group

LIMESTONE BLOCK SEATING SCHEDULE

- L1 Natural Quarried Limestone Block 3' and 5' long
- L2 Natural Quarried Limestone Block 3' and 3' long L3 - Natural Quarried Limestone Block 3', 3' and 4' long
- L4 Natural Quarried Limestone Block 6' long L5 - Natural Quarried Limestone Block 3', 3' and 4' long
- L6 Natural Quarried Limestone Block 5' long
- L7 Natural Quarried Limestone Block 3' and 3' long

Note: All natural Limestone Block to be a minimum of 16" high and 16" wide





Notes:

PRELIMINARY NOT FOR CONSTRUCTION

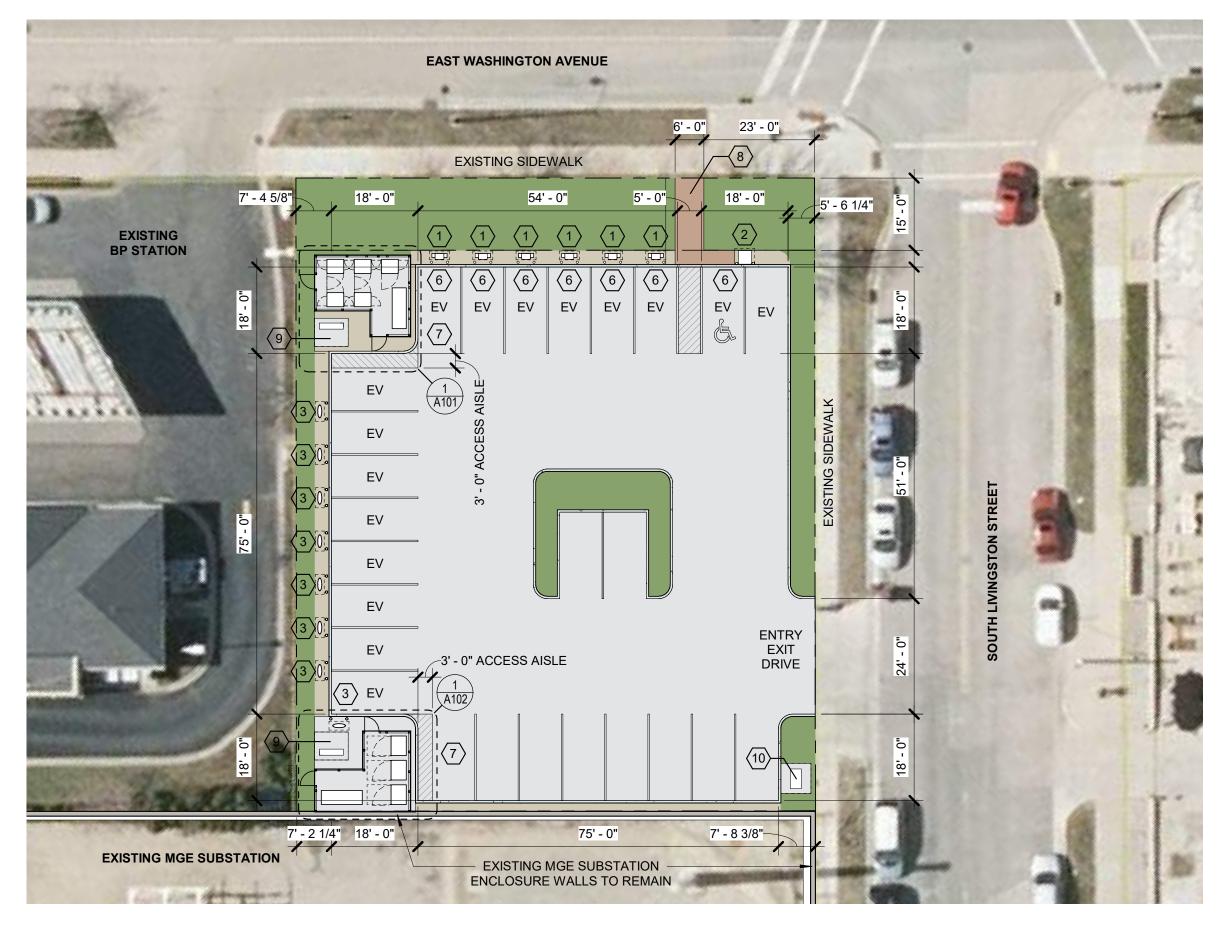
MGE CHARGING HUB PARKING LOT ALTERATION

MGE

722 East Main Street Madison, WI 53703 20_PLA_03

ATE	ISSUANCE/REVISIONS	
8/24/2020	PRELIMINARY	
9/02/2020	UDC Initial/Final	

LANDSCAPE PLAN



MGE - East Washington Charging Hub

MGE CHARGING HUB PARKING LOT ALTERATION September 02, 2020

Potter

PARKING COUNT

16 EV PARKING STALLS

9 REGULAR FULL SIZE STALLS
1 ACCESSIBLE PARKING STALL **26 TOTAL PARKING STALLS**

ALL PARKING STALL DIMENSIONS ARE 9'-0" X 18'-0".

CHARGING STATION TYPE 1 (BTC)

CHARGING STATION TYPE 2 (BTC - ALL IN ONE)

CHARGING STATION TYPE 3 (TESLA)

CHARGING CABINET TYPE 1 (BTC)

CHARGING CABINET TYPE 2 (5) (TESLA)

PAINTED BOLLARDS TWO AT EACH CHARGING STATION

7 METAL PANEL WALL CLAD EQUIPMENT SCREENING ENCLOSURE

8 PERVIOUS PAVERS

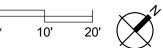
TRANSFORMER MOUNTED ON CONCRETE SLAB

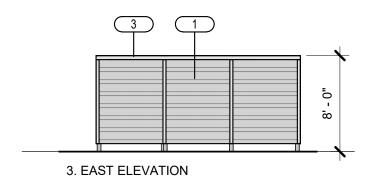
SWITCHGEAR MOUNTED ON CONCRETE SLAB

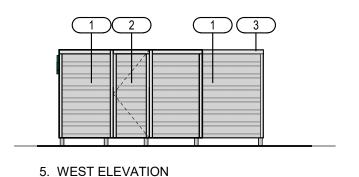
LANDSCAPE/PLANTING AREA

PLANTING / MULCH AREA

PAVEMENT

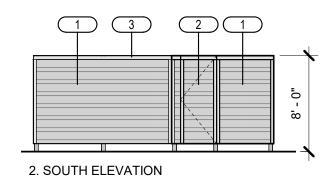


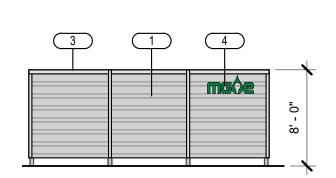






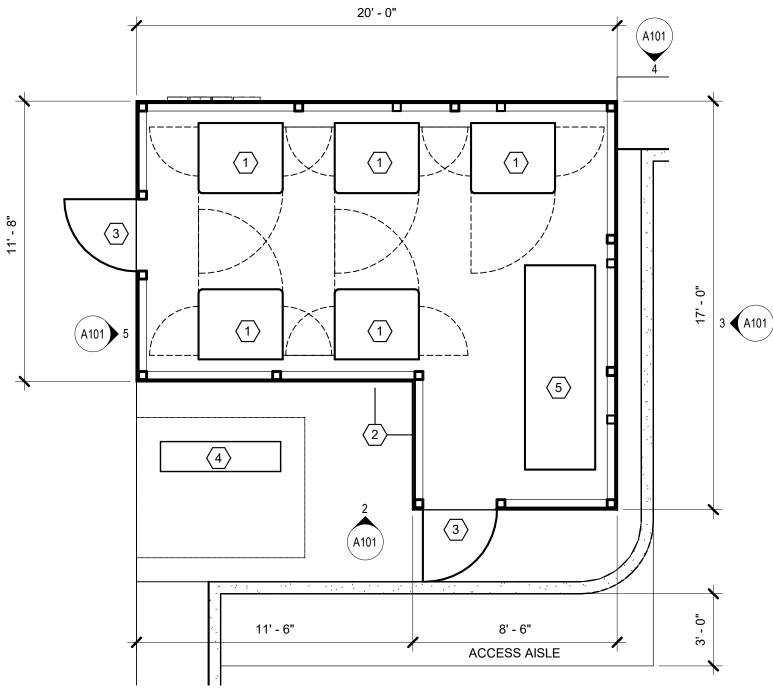
Enlarged Plans and Elevations - North Enclosure
MGE CHARGING HUB PARKING LOT ALTERATION
September 02, 2020





4. NORTH ELEVATION





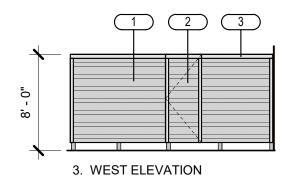
1 ENCLOSURE PLAN - NORTH
A101 1/4" = 1'-0"

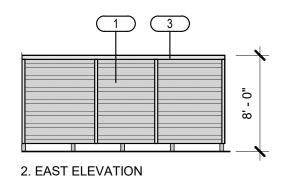
- 1 METAL PANEL WALL TYPE 1 CS-630 - FINISH SILVERSMITH
- 2 ACCESS GATE CLAD WITH METAL PANEL WALL TYPE 1
- METAL TRIM OR COPING FINISH TO MATCH METAL WALL PANEL
- 4 POTENTIAL SIGNAGE LOCATION

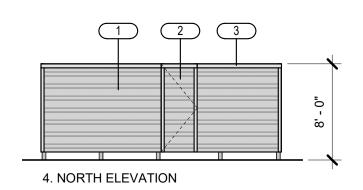
- 1 CHARGING CABINET TYPE 1 (BTC)
- METAL PANEL WALL CLAD EQUIPMENT SCREENING ENCLOSURE
- 3 EQUIPMENT SCREENING ENCLOSURE ACCESS GATE
- 4 ELECTRICAL TRANSFORMER
- (5) ELECTRICAL SWITCHGEAR

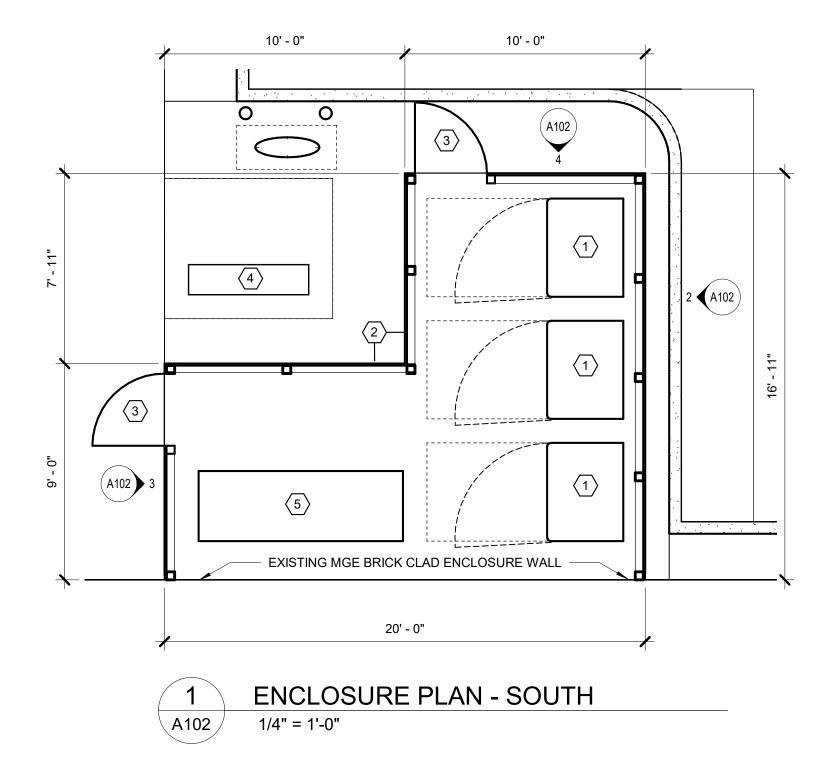












- 1 METAL PANEL WALL TYPE 1 CS-630 - FINISH SILVERSMITH
- 2 ACCESS GATE CLAD WITH METAL PANEL WALL TYPE 1
- METAL TRIM OR COPING FINISH TO MATCH METAL WALL PANEL
- 4 POTENTIAL SIGNAGE LOCATION

- 1 CHARGING CABINET TYPE 1 (TESLA)
- METAL PANEL WALL CLAD EQUIPMENT SCREENING ENCLOSURE
- (3) EQUIPMENT SCREENING ENCLOSURE ACCESS GATE
- 4 ELECTRICAL TRANSFORMER
- 5 ELECTRICAL SWITCHGEAR





MGE CHARGING HUB PARKING LOT ALTERATION September 02, 2020





MGE CHARGING HUB PARKING LOT ALTERATION September 02, 2020





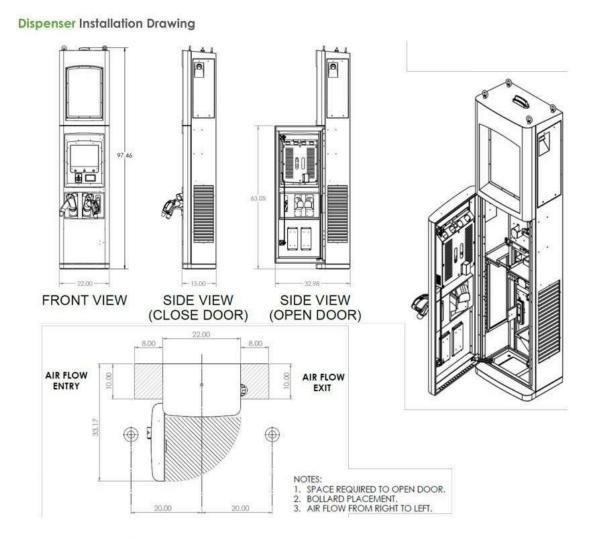


MGE CHARGING HUB PARKING LOT ALTERATION September 02, 2020



200kW High Power DC Charger INSTALLATION AND USER'S MANUAL

INSTALLATION



7.2.2. Tower and Dispenser Mounting

Both the Tower and Dispenser must be fixed on a concrete pad using four (4) $\frac{1}{2}$ " x 4" (P/N RHPA-3830) concrete expansion bolts or as determined appropriate by the structural engineer incharge.

Make sure to check local codes for compliance.

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BTC POWER

Revision R

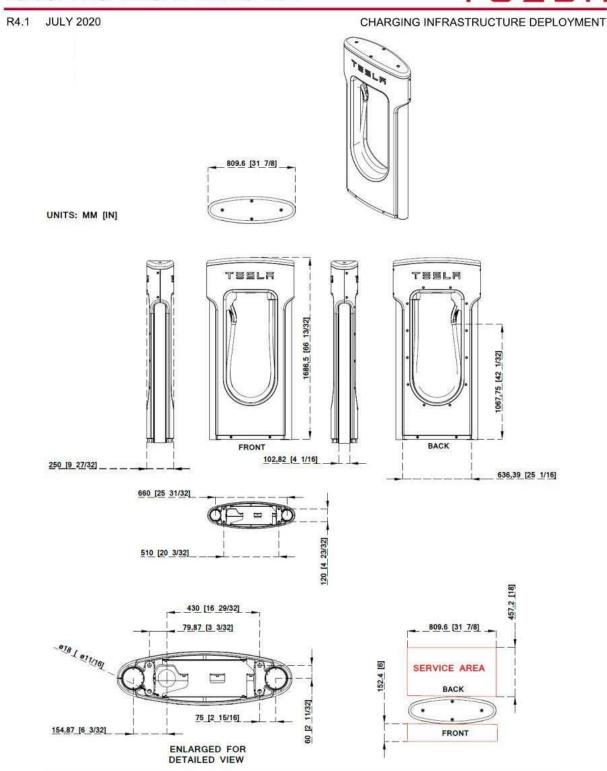
21-Apr-20

Charging Stations

MGE CHARGING HUB PARKING LOT ALTERATION September 02, 2020

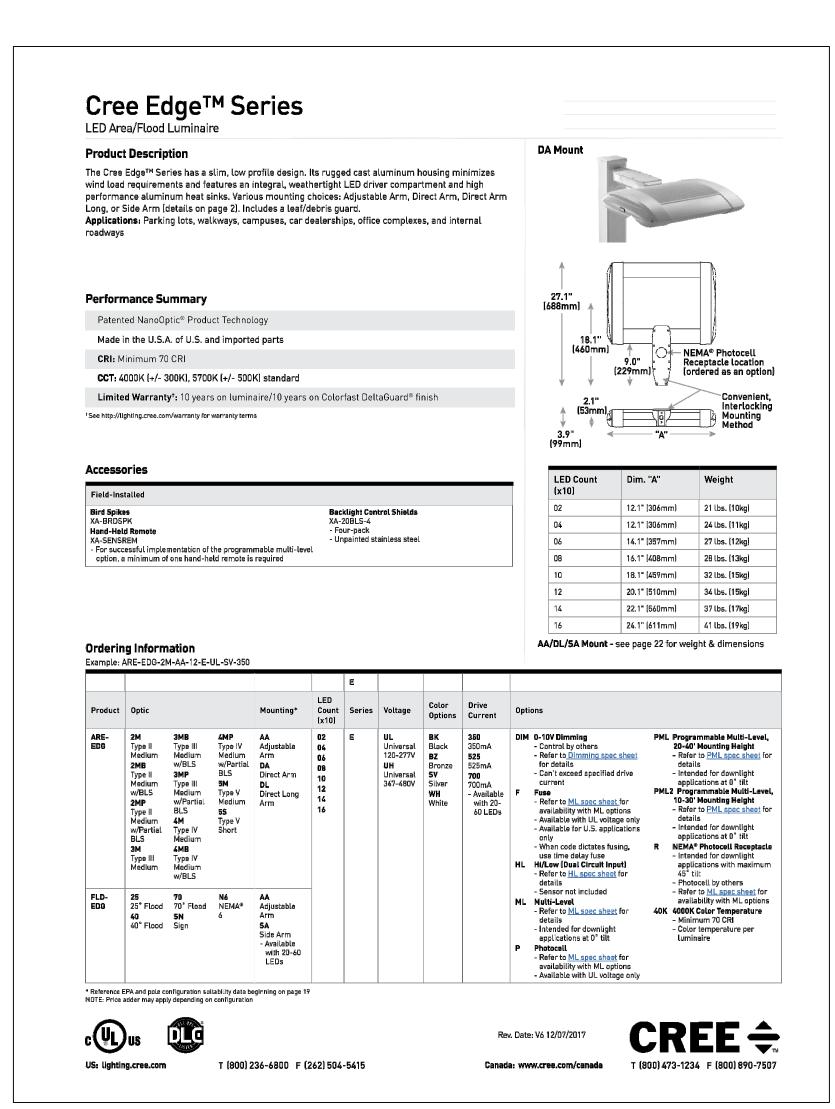
V3 SUPERCHARGER DATASHEET



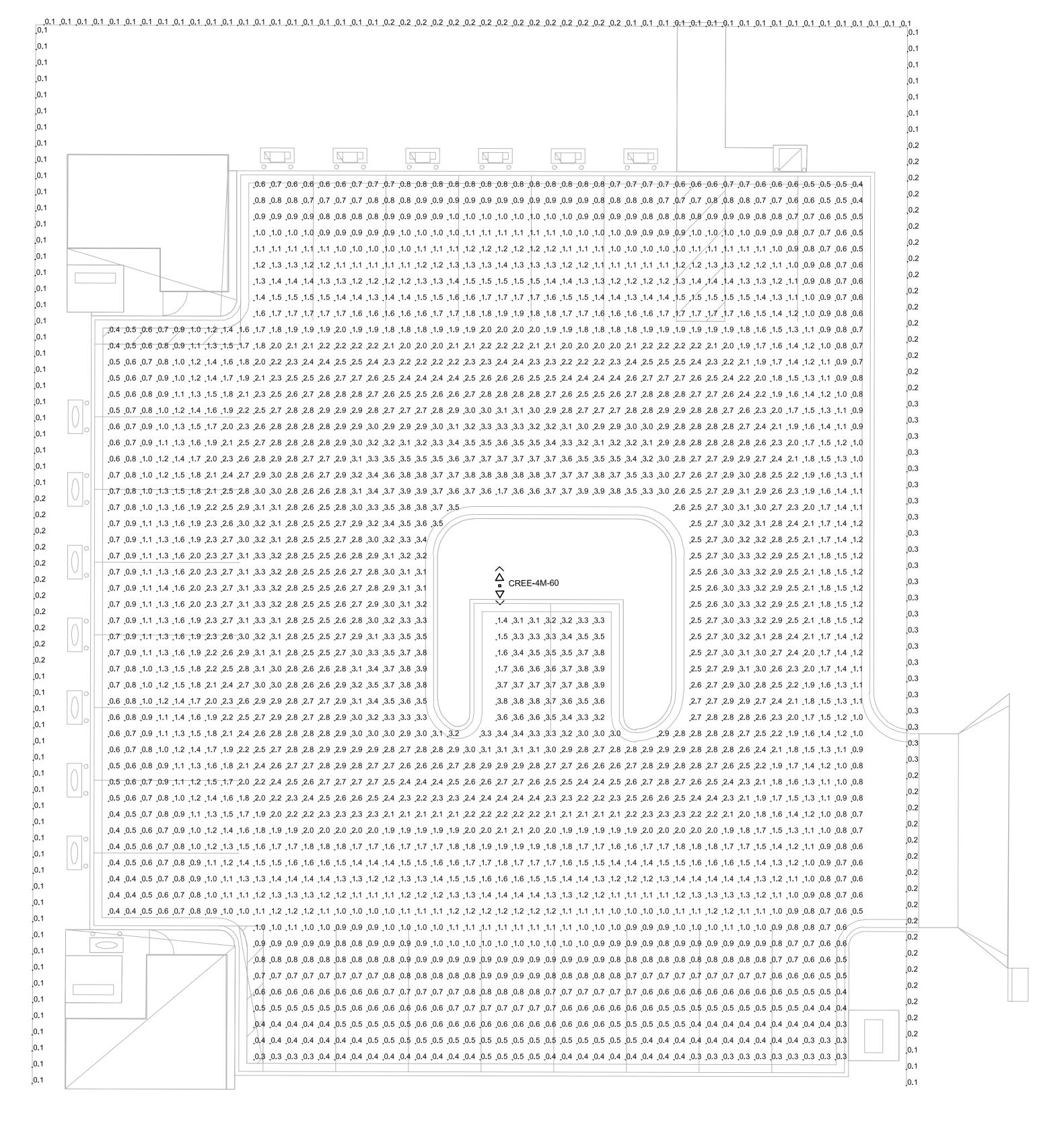
















LUMINAIRE SCHEDULE					
FIXTURE ID	DESCRIPTION	CATALOG NUMBER	LUMENS	WATTAGE	
Ĉ CREE-4M-60	(2)CREE, 134W, TYPE 4 FIXTURES ON A 25'0" POLE	(2)CREE #ARE-EDG-4M-06E-700 SERIES	11036	(2)134(700mA)	

STATISTICS					
AREA	AVERAGE(fc)	MINIMUM (fc)	MAXIMUM (fc)	MAX./MIN.	AVG./MIN.
PARKING LOT (AFG)	1.6	0.3	3.9	13.0:1	5.3:1
PROPERTY LINE (4'0"AFG)	0.2	0.1	0.3	3.0:1	2.0:1



ENGINEERING, INC.
5525 NOBEL DRIVE
SUITE 110
MADISON, WI 53711
PH: 608.277.1728 FAX: 608.271.7046
JDR PROJECT NO. 20.0222

Notes:

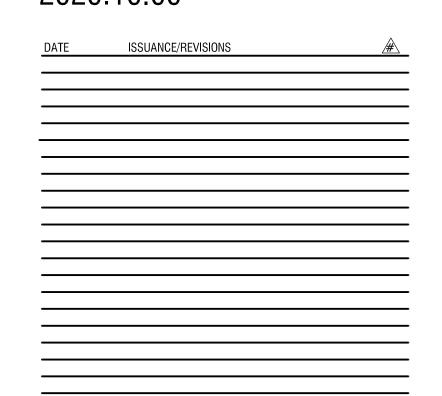
PRELIMINARY

MGE CHARGING HUB
PARKING LOT ALTERATION

MGE

722 East Main Street Madison, WI 53703

2020.10.00



PHOTOMETRIC SITE PLAN

E001