



Report to the Plan Commission

July 11, 2011

Legistar I.D. #22619

117 N. Charter St. & 115 N. Mills St.

Charter Street Heating Plant Project

Amended PUD-GDP-SIP

Report Prepared By:

Timothy M. Parks, Planner

Planning Division

Requested Action: Approval of a request to rezone 117 N. Charter Street and 115 N. Mills Street from PUD-SIP to Amended PUD-GDP-SIP to modify the plans for the renovation and expansion of the University of Wisconsin's Charter Street Heating Plant west of N. Mills Street and to allow parking lot to be constructed east of N. Mills Street on the site of a future biomass storage and handling facility.

Applicable Regulations & Standards: Section 28.12(9) provides the process for zoning map amendments; Section 28.07(6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments.

Summary Recommendation: The Planning Division recommends that the Plan Commission recommend **approval** of Zoning Map Amendment 3540 & 3541, amending the PUD-GDP-SIP for the Charter Street Heating Plant, subject to input at the public hearing and the conditions from reviewing agencies beginning on page 4 of this report.

Background Information

Applicant & Property Owner: University of Wisconsin–Madison, c/o Gary Brown, University Facility Planning & Management; 614 Walnut Street; Madison.

Proposal: The University is requesting approval of an amended planned unit development for the Charter Street Heating Plant to address changes to the scope of the multi-year plan to convert the plant from a coal-fired facility to one that burns cleaner fuels. The amendments before the Plan Commission and Common Council include the interim elimination of biomass as one of the cleaner fuels and therefore, the elimination of a biomass storage and handling facility originally approved on the east side of N. Mills Street in favor of a surface parking lot. Other revisions include a modest increase in square footage of the boiler addition first approved in 2010, the construction of a relocated cooling tower and water treatment facility, and various architectural and site amendments brought on in part by the elimination of biomass fuel. Completion of the overall renovation and expansion of the plant is anticipated by May 2013.

Parcel Location: The Charter Street Heating Plant Planned Unit Development zoning encompasses two properties located on either side of N. Mills Street south of W. Dayton Street, including an approximately 3.6-acre parcel bounded on the north by W. Dayton Street, on the west by N. Charter Street, on the east by N. Mills Street and on the south by the Southwest Bike Path, and a triangularly shaped, approximately 1.6-acre parcel bounded by N. Mills Street on the west, by the Wisconsin Southern Railroad on the north and the Southwest Bike Path on the south. The PUD is entirely located in Aldermanic District 8 and the Madison Metropolitan School District.

Existing Conditions: The existing Charter Street Heating Plant occupies the portion of the PUD on the west side of N. Mills Street. The property on the east side of N. Mills was previously developed with a one-story shop building and a one-story metal-sided railroad shed, which were demolished in fall 2010, and by surface parking. The eastern site is currently being used as a construction staging site for the plant expansion occurring to the west.

Surrounding Land Use and Zoning:

North: Multi-family residences generally north of W. Dayton Street and UW Educational Sciences, zoned R5 (General Residence District); Dayton House Apartments, zoned PUD-SIP;

South: Multi-family residences generally north of and along Spring Street, zoned R5 and PUD-SIP; Porchlight residential facility, zoned R5; Badger Campus Credit Union, zoned O-1 (Limited Office-Residence District); UW Bulk Mail Center, zoned C2 (General Commercial District);

West: UW Weeks Hall for Geological Sciences and multi-family residences, zoned R5;

East: Merit House, zoned R5; Ogg Hall, zoned PUD-SIP; MG&E Substation and surface parking, zoned M1 (Limited Manufacturing District).

Adopted Land Use Plan: The Comprehensive Plan generally identifies the subject sites on each side of N. Mills Street and surrounding properties as part of the University of Wisconsin Campus except the medium-density residential properties located generally southeast of the PUD along Spring Street. The Campus designation is primarily intended to apply to the University of Wisconsin–Madison and Madison College campuses. The designation recognizes the “wide diversity of uses associated with the primary education mission” of those campuses, which could include campus-supporting facilities such as the Charter Street Heating Plant.

The Regent Street–South Campus Neighborhood Plan identifies the two Charter Street Heating Plant sites in the “university support services” category, which includes physical support facilities for the UW campus, including the physical plant and heating and cooling plant. The plan also makes urban design recommendations, which will be addressed in the body of the report.

Environmental Corridor Status: This property is not located within a mapped environmental corridor.

Public Utilities and Services: This property is served by a full range of urban services.

Zoning Summary: The site is PUD-SIP. The amendment to the PUD-GDP-SIP will be reviewed in the following sections.

Other Critical Zoning Items	
Yes:	Urban Design, Wellhead Protection (Zone B, WP-27), Utility Easements, Barrier Free
No:	Landmarks, Floodplain, Waterfront Development
Prepared by: Pat Anderson, Asst. Zoning Administrator	

Previous Approvals

On May 18, 2010, the Common Council approved a request to rezone 115 N. Mills Street and 117 N. Charter Street from R5 (General Residence District) and C3 (Highway Commercial District) to Planned Unit Development-General Development Plan-Specific Implementation Plan (PUD-GDP-SIP) to allow the demolition of an existing one-story physical plant shop building at 115 N. Mills Street and allow the future construction of a biomass fuel handling and storage facility on east side of N. Mills street and the

expansion and renovation of the Charter Street Heating Plant to burn biomass and natural gas. The heating plant project will occur in phases commencing in August 2010, with completion of the overall project anticipated in 2013.

On August 3, 2010, the Common Council approved an amendment to the PUD-SIP for 117 N. Charter Street to allow construction of a natural gas-fired boiler addition for the Charter Street Heating Plant.

Project Review

The University of Wisconsin is requesting approval of a major alteration to the Charter Street Heating Plant (CSHP) Planned Unit Development located at 117 N. Charter Street and 115 N. Mills Street that will significantly alter the scope of the project to convert the plant from a coal-burning facility.

The existing CSHP occupies a 3.3-acre site bounded by W. Dayton Street on the north, N. Charter Street on the west, N. Mills Street on the east and the Southwest Bike Path on the south and is addressed as 117 N. Charter Street. The plant was first constructed in 1957 and provides chilled and heated water, steam heat, compressed air, and electricity for large portions of the University campus. The existing plant includes approximately 45,000 square feet of structures located primarily along the northerly and westerly edges of the site, including a bag house, boilers and cooling towers and supporting office facilities. The existing buildings stand approximately seven stories in height, with a 250-foot tall exhaust stack located in the center of the complex. The southerly and easterly portions of the CSHP site are occupied by coal storage piles for existing plant operations, which are screened by 12-foot tall concrete walls that extend along most of the southern and eastern property lines. A surface parking lot is located between a portion of the western wall of the plant and N. Charter Street, which is enclosed with an 8-foot tall chain-link fence.

The planned unit development approved in May 2010 encompassed an approximately 5.2-acre site that included both the existing CSHP site west of N. Mills Street and a 1.6-acre triangularly shaped parcel located across N. Mills that previously housed the University's Physical Plant Shops and surface parking. The 2010 general development plan called for the expansion and renovation of the CSHP into a facility that burned biomass and natural gas. The project scope included the construction of an addition to the plant to house a biomass-burning boiler and two "package" boilers, as well as a new steam turbine.

On the east side of N. Mills Street, the 115 N. Mills Street property was proposed to be redeveloped into a biomass storage and handling facility to accommodate the delivery of the biomass fuel in railcars using the Wisconsin Southern Railroad corridor that borders the site to the north. Plans for the storage and handling facility included an enclosed rail car dumping system to be located along the northerly edge of the site, four storage silos for the fuel materials, and an overhead conveyor to transport the biomass across N. Mills Street into the new biomass boiler. Preliminary designs for the storage silos called for circular concrete structures that would stand 12 to 15-stories in height. In order to accommodate the biomass delivery operations, the University proposed a series of significant improvements in the rail corridor between W. Dayton Street and W. Washington Avenue, which included the construction of new rail sidings, rail bridges over N. Park Street and East Campus Mall, and the relocation of a portion of the Southwest Path.

The former shop building was demolished in the fall of 2010 and the parcel is currently being used as construction staging for the CSHP addition. An amended specific implementation plan for the

construction of a first phase addition to the plant to house two natural gas boilers was approved in August 2010 and construction of that project has commenced. A second specific implementation plan amendment for most of the improvements associated with the proposed burning of biomass fuel was originally scheduled to be submitted this spring in anticipation of that phase of construction occurring this fall. The conversion of the plant from a coal-burning facility to a biomass and natural gas-burning facility was scheduled to be completed in May 2013.

Since the approval of the first amended specific implementation plan and the beginning of the CSHP boiler addition project in 2010, the State of Wisconsin decided to eliminate immediate plans to introduce biomass fuel at the plant in favor of exclusively burning natural gas. As a result, plans for a biomass handling and storage facility planned on the 1.6-acre parcel located on the east side of N. Mills Street have been shelved indefinitely.

The proposed amended PUD-GDP proposes to maintain the 1.6-acre site for future use as a biomass storage and handling facility should that fuel source be reintroduced into the program for the plant. However, the University has submitted an amended PUD-SIP that calls for the 1.6-acre parcel to be used as a surface parking lot for 106 automobiles and 18 mopeds for the foreseeable future. In addition, an area along the northerly edge of the parking lot has been designated as parking for buses visiting the campus. The University has submitted a substantial landscaping plan that includes a number of deciduous trees to be planted in and surrounding the proposed parking lot.

The amended PUD-SIP also proposes a variety of alterations to the plans approved for the first phase plant addition. A modest increase in floor area for the boiler addition that will house the two new natural gas-fired boilers will increase the size of that building to 51,100 gross square feet of floor area from approximately 46,500 square feet previously. The amended plans also propose the construction of a new 19,800 gross square-foot cooling tower and water treatment plant at the center of the site south of the main boiler addition. The new cooling tower will replace two of the four existing cooling towers located on the N. Charter Street side of the plant, which will be removed following completion of the new tower. The northern and eastern walls of the heating plant addition will be clad in a combination of precast concrete panels with brick veneer finish and metal wall panels, with prominent window openings proposed along both of those elevations, including along most of the ground floor of the northern and eastern facades. The exterior of the addition containing the cooling tower and water treatment facilities will consist largely of metal panels along the building facades and prominent metal louvers enclosing the cooling towers above. A 62-stall surface parking lot is now proposed south of the boiler addition and east of the new cooling tower addition in an area previously shown as part of the biomass conveyance system on the earlier plans for the project.

The amended CSHP Planned Unit Development also references the future construction of a new electric substation north of the plant on an approximately 0.4 acre-parcel located at the northeastern corner of N. Charter and W. Dayton streets. However, plans for the proposed substation have not been submitted for City approval, nor is this property included in the limits of the PUD. Separate land use entitlements will be required in order for the substation project to proceed.

Analysis & Conclusion

Staff believes that the standards for approval for planned unit developments and zoning map amendments can be met for the amended PUD-GDP-SIP. The Planning Division continues to strongly support the conversion of the Charter Street Heating Plant to a facility that uses cleaner burning fuels to

meet existing and future demands for energy on campus. The area surrounding the Charter Street Heating Plant includes a variety of land uses both directly or indirectly related to the University, including a number of instructional, research and support facilities, and privately owned student-oriented residential uses. Staff does not believe that the proposed amendments to the CSHP Planned Unit Development will have an adverse impact on these surrounding uses. The proposed fuel conversion will eliminate the unsightly and potentially polluting storage and burning of coal in favor of the burning of cleaner natural gas. While staff was intrigued by the use of biomass as a significant fuel source for the plant, the introduction of biomass would likely not have been without impacts on properties located near the PUD site and the railroad corridor east of the site. Staff indicated during its initial review of the CSHP PUD that the use of the railroad to deliver the biomass to the now-shelved storage and handling facility and ultimately, the boiler across N. Mills Street, would potentially have had significant noise impacts in the surrounding area. The proposed storage silos along the east side of N. Mills Street would also have needed to be carefully designed to ensure those very prominent industrial structures would have been properly integrated into the physical character of the surrounding area.

Finally, the project is consistent with both the campus land use designation for the UW campus contained in the Comprehensive Plan and the "university support services" category recommended for the site in the Regent Street–South Campus Neighborhood Plan.

The Urban Design Commission reviewed the amended planned unit development on May 25, 2011 and recommended final approval of the project (see attached report).

The amended planned unit development was also presented to the Joint West Campus Area Committee on June 8, 2001. The Committee recommended approval without conditions (see attached report of action). The final plans were presented to the Joint Southeast Campus Area Committee on May 23, 2011; that committee also recommended approval of the first phase of the project without conditions of approval.

Staff Recommendations, Conditions of Approval & General Ordinance Requirements Major/Non-Standard Conditions are shaded

Planning Division Recommendation (Contact Timothy M. Parks, 261-9632)

The Planning Division recommends that the Plan Commission forward Zoning Map Amendment ID 3540 & 3541, amending the PUD-GDP-SIP for the Charter Street Heating Plant at 117 N. Charter Street and 115 N. Mills Street, with a recommendation of **approval** subject to input at the public hearing, the following Planning Division conditions and the conditions from reviewing agencies:

The following conditions have been submitted by reviewing agencies:

City Engineering Division (Contact Janet Dailey, 261-9688)

1. Please contact Greg Fries at 267-1199 regarding comments a.) – l.) below. The City has met with the applicant and representatives from the Wisconsin Department of Natural Resources (WDNR) to discuss storm and sanitary issues. Stormwater and sanitary sewer discharge and routing plans shall be revised as follows:
 - 1a.) The existing storm water surface area being discharged to MMSD's system is the area under the roof and in MG&E substation (this is essentially an exposed basement in the southwest

- corner of the site). It was agreed that this would in the future be discharged to the storm system and a new MMSD permit would not be sought.
- 1b.) Non-contact cooling water was previously estimated at 5 CFS, and while this may end up being a lower flow the discharge will be sent to the storm sewer system. The water has chemical additives that will be approved by the WDNR and City/County Health Department. The City anticipates that this discharge to the storm system will be acceptable after the additives goes to the reverse osmosis system. WDNR would review projected flow and pollutant characteristics of the discharge to determine appropriate discharge limits. This process could be started early and the permit could be re-issued early if the discharge were to occur before the permit expiration on 4/13/2013.
 - 1c.) This site uses lake water for cooling purposes and proposes to discharge portions of that flow to the storm sewer and portions to the sanitary sewer. All lake water or stormwater discharges to the sanitary sewer must be metered for billing purposes. The applicant shall provided a detailed plumbing plan prior to approval and coordinate City meter installation and inspection of the plumbing system with the City Engineer and the Water Utility. Any requests for 'deduct meters' shall be handled in the same fashion.
 - 1d.) The applicant shall indicate if the wastewater discharge from the coagulation and flocculation process would occur separately from the reverse osmosis process.
 - 1e.) Backwash from the reverse osmosis system will discharge to the sanitary system. A permit and a discharge meter shall be obtained to determine charges as the inflow is from the lake.
 - 1f.) WDNR typically regulates discharges of reverse osmosis reject wastewater to storm sewer when it's applied to potable water under a general permit with minimal regulation. The UW should apply to WDNR to add an outfall in its existing permit for such a discharge of this reverse osmosis reject waste water. The City would require projected flow and pollutant characteristics for this waste stream to determine appropriate discharge limits.
 - 1g.) The blow down water from the boiler shall go to the sanitary system and shall require a permit and a discharge meter. As with the reverse osmosis system discharge, this waste stream could be a third outfall in the UW's existing permit provided the City has adequate flow and pollutant characteristic information to determine appropriate discharge limits.
 - 1h.) Plans calls for connecting storm sewer to MMSD's sanitary sewer. The applicant shall provide written confirmation from MMSD approving the proposed cross connection, including approval of the increased projected flows. Prior to City Engineering Division signoff, the applicant shall provide any necessary permits from MMSD for this connection.
 - 1i.) The City shall install public storm sewer in conjunction with the N. Charter Street reconstruction project, scheduled for 2013. This storm sewer shall be extended north almost to W. Dayton Street and the UW shall direct the roof water from the new building on W. Dayton Street to this new storm sewer.
 - 1j.) The City requests that the UW provide detention in the southeast corner of the site to slow down the water discharging under the railroad tracks as this area already experiences stormwater flooding.
 - 1k.) Infiltration was determined to not be feasible at this site.
 - 1l.) The UW shall provide sump pumps within the storm sewer to reduce the amount of sediment leaving the site. The sump pumps shall be located within structures that can be accessed by cleaning equipment.
2. The applicant and City staff have met to discuss the timing of the proposed public improvements in the vicinity of the development. The applicant and his/her contractor shall coordinate the improvements on Spring Street and N. Charter Street with the City's proposed reconstruction projects, scheduled for 2012 and 2013.

3. The applicant shall remove the existing rail spurs from the N. Orchard Street right of way by taking out a Permit to Excavate in the Right of Way. The applicant shall replace any curb and gutter, sidewalk and pavement to repair the street as necessary after the rails are removed. All pavement patching as required under the permit shall be done in accordance with the City of Madison Pavement Patching Criteria. The applicant shall remove the existing rail spurs on N. Mills Street, W. Dayton Street, at the N. Charter Street/Spring Street intersection, and on N. Charter Street north of W. Dayton Street.
 4. The applicant shall replace any curb and gutter, sidewalk and pavement to repair the street as necessary after the rails are removed. All pavement patching shall be done in accordance with the City of Madison Pavement Patching Criteria. If the Applicant wishes to use asphalt for the rail crossing at the Charter/Spring Street intersection to patch the curb and sidewalk this shall be allowable since that intersection is scheduled to be reconstructed in 2013 and the repairs are temporary. This work shall be covered under the Development Agreement.
 5. The applicant shall complete and record the two Certified Survey Maps that are required for this project prior to signoff of the PUD.
 6. The applicant shall provide copies of the recorded railroad lease to Eric Pederson of City Engineering prior to signoff.
7. The construction of this building will require removal and replacement of sidewalk, curb and gutter and possibly other parts of the City's infrastructure. The applicant shall enter into a City/ Developer agreement for the improvements required for this development. The applicant shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The applicant shall meet with the City Engineer to schedule the development of the plans and the agreement. The City Engineer will not sign off on this project without the agreement executed by the developer. The developer shall sign the Developer's Acknowledgement prior to the City Engineer signing off on this project.
 8. The applicant shall close all abandoned driveways by replacing the curb in front of the driveways and restoring the terrace with grass.
 9. The approval of this planned unit development does not include the approval of the changes to roadways, sidewalks or utilities. The applicant shall obtain separate approval by the Board of Public Works and the Common Council for the restoration of the public right of way including any changes requested by developer. The City Engineer shall complete the final plans for the restoration with input from the developer. The curb location, grades, tree locations, tree species, lighting modifications and other items required to facilitate the development or restore the right of way shall be reviewed by the City Engineer, City Traffic Engineer, and City Forester.
 10. The applicant shall replace all sidewalk and curb and gutter that abuts the property, which is damaged by the construction or any sidewalk and curb and gutter that the City Engineer determines needs to be replaced because it is not at a desirable grade regardless of whether the condition existed prior to beginning construction.
 11. All work in the public right of way shall be performed by a City-licensed contractor.

12. All street tree locations and tree species within the right of way shall be reviewed and approved by City Forestry. Please submit a tree planting plan (in PDF format) to Dean Kahl, of the City Parks Department – dkahl@cityofmadison.com or 266-4816.
13. All damage to the pavement on N. Charter Street, W. Dayton Street, N. Mills Street and Spring Street adjacent to this development shall be restored in accordance with the City of Madison's Pavement Patching Criteria.
14. The plan set shall be revised to show a proposed private internal drainage system on the site. This information shall include the depths and locations of structures and the type of pipe to be used.
15. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.
16. Effective January 1, 2010, the Department of Commerce's authority to permit commercial sites, with over one acre of disturbance for stormwater management and erosion control has been transferred to the Wisconsin Department of Natural Resources (WDNR). The WDNR does not have an authorized local program transferring this authority to the City of Madison. The City of Madison has been required by the WDNR to continue to review projects for compliance with NR-216 and NR-151, but a separate permit submittal is now required from the WDNR for this work as well.

As this site is greater than one acre, the applicant is required by State Statute to obtain a Water Resources Application for Project Permits (WRAPP) from the DNR, prior to beginning construction. This permit was previously known as a Notice of Intent Permit (NOI). Please contact Eric Rortvedt of the WDNR at 273-5612 to discuss this requirement.

17. Prior to approval, this project shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to control 40% TSS (20 micron particle) off of new paved surfaces. Stormwater management plans shall be submitted and approved by the City Engineering Division prior to signoff.
18. The applicant shall submit, prior to plan signoff, a digital CAD file (single file) to the Engineering Program Specialist in the Engineering Division (Lori Zenchenko). The digital CAD file shall be to scale and represent final construction. The single CAD file submittal can be either AutoCAD (dwg) Version 2001 or older, MicroStation (dgn) Version J or older, or Universal (dxf) format and contain only the following data, each on a separate layer name/level number: building footprints; internal walkway areas; internal site parking areas; other miscellaneous impervious areas lot lines; lot/ plat lines, dimensions and labels; right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).
19. The applicant shall submit, prior to plan sign-off, digital PDF files to the City Engineering Division. The digital copies shall be to scale, shall have a scale bar on the plan set, and shall contain the following items: building footprints; internal walkway areas; internal site parking areas; lot lines and right-of-way lines; street names, stormwater management facilities and; detail drawings associated with stormwater management facilities (including if applicable planting plans).

20. The applicant shall submit prior to plan sign-off, electronic copies of any Stormwater Management File including: SLAMM DAT files; RECARGA files; TR-55/HYDROCAD/etc., and; sediment loading calculations. If calculations are done by hand or are not available electronically the hand copies or printed output shall be scanned to a PDF file and provided.
21. The applicant's utility contractor shall obtain a connection permit and excavation permit prior to commencing the storm sewer construction.
22. The applicant shall obtain a Street Excavation permit for the installation of utilities required to serve this project that are not covered under the Development Agreement. This includes water, gas and electric. The applicant shall pay the permit fee, inspection fee and street degradation fee as applicable and shall comply with all the conditions of the permit.
23. All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior City Engineering Division signoff, unless otherwise collected with a Developer's/ Subdivision Contract. Contact Janet Dailey (261-9688) to obtain the final MMSD billing a minimum of 2 working days prior to requesting City Engineering Division signoff.

Traffic Engineering Division (Contact Bryan Walker, 267-8754)

24. The applicant will need to reconstruct the bike path and Spring Street just at the intersection of N. Charter Street to update the conditions present there. Plans and design for this work shall be reviewed and approved by the City Traffic Engineer and City Engineer.
25. The driveways on N Mills Street shall be designed according to MGO 10.08 design criteria for a Class 3 driveway. The northwesterly driveway shall be narrowed to the maximum permitted width of 30 feet for a driveway approach. The southwesterly driveway (truck entrance) shall be modified to create no offset between the driveway and the curb cut flare. These changes shall be shown and noted when the applicant submits final plans for approval.
 26. When the applicant submits final plans for approval, the applicant shall show the following: items in the terrace as existing (e.g., signs and street light poles), type of surfaces, existing property lines, addresses, one contiguous plan (showing all easements, all pavement markings, building placement, and stalls), adjacent driveway approaches to lots on either side and across the street, signage, percent of slope, vehicle routes, dimensions of radii, aisles, driveways, stalls including the 2-foot overhang, and a scaled drawing at 1" = 20'.
 27. "Stop" signs shall be installed at a height of 7 feet at all driveway approaches behind the property line and noted on the plan. All directional/regulatory signage and pavement markings on the site shall be shown and noted on the plan.
 28. This is a State of Wisconsin project. As such, the applicant could note on the plan sheet or submit a letter to the Traffic Engineering Division that states: "The parking stall design is according to State of Wisconsin parking design standards and approved by the State of Wisconsin."
 29. The University shall post a deposit and reimburse the City for all costs associated with any modifications to traffic signals, street lighting, signing and pavement marking, and conduit and

handholes, including labor, engineering and materials for both temporary and permanent installations.

30. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Zoning Administrator (Contact Pat Anderson, 266-5978)

31. Provide bicycle parking a ratio of 1 stall per 2 employees. Bike parking shall comply with MGO Section 28.11. Provide 3 bike parking stalls in a safe and convenient location on an impervious surface to be shown on the final plan. Note: A bike-parking stall is 2 feet by 6 feet with a 5-foot access area. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices.
32. Off-street parking requirement shall comply with MGO Sections 28.04 (12) and 28.11: Parking lot plans with greater than twenty (20) stalls, landscape plans must be stamped by a registered landscape architect. Provide a landscape worksheet with the final plans that shows that the landscaping provided meets the point and required tree ordinances. In order to count toward required points, the landscaping shall be within 15' and 20' of the parking lot depending on the type of landscape element. All plant materials in islands shall be protected from vehicles by concrete curbs.
33. If outdoor lighting is provided, it must comply with MGO Section 10.085 outdoor lighting standards.
34. Parking requirements for persons with disabilities must comply with MGO Section 28.11 (3)6.(m) which includes all applicable State accessible requirements. The applicant shall provide the required number of accessible stalls and accessible stall signage per the final approval of the Zoning Administrator.

Parks Division (Contact Kay Rutledge, 266-4714)

This agency did not submit comments for this request.

Fire Department (Contact Bill Sullivan, 261-9658)

35. The Madison Fire Department (MFD) continues to work with the design team developing appropriate safeguards to mitigate hazards associated with this industrial site. MFD design and preventive measures are being incorporated into the project to establish an acceptable level of safety.

City Assessor's Office (Contact Maureen Richards, 266-4845)

36. Note: The City Assessor's Office requests that the one-lot Certified Survey Map of this property approved in 2010 be recorded with the Dane County Register of Deeds.

ID #22619
117 N. Charter Street
& 115 N. Mills Street
Charter St. Plant PUD
July 11, 2011
Page 11

Water Utility (Contact Dennis Cawley, 261-9243)

37. A portion of this property is in a Wellhead Protection District. The applicant shall verify that no prohibited uses occur in that portion of the property.

Metro Transit (Contact Tim Sobota, 261-4289)

This agency did not submit comments for this request.